

Closed Caption Log, Council Meeting, 09/29/05

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Mayor Wynn: GOOD MORNING, I'M AUSTIN MAYOR WILL WRITTEN, IT'S MY PROVE -- MY PRIVILEGE, EXCUSE ME, TO WELCOME PASTOR VANCE RUSSELL FROM THE ARISE CHRISTIAN FELLOWSHIP WHO WILL LEAD US IN OUR INVOCATION, PLEASE RISE.

THERE WILL BE TERRIBLE TIMES IN THE LAST DAYS. PEOPLE WILL BE LOVERS OF THEMSELVES, LOVERS OF MONEY, BOASTFUL, PROUD, ABUSIVE, DISOBEY BEADENT TO THEIR PARENTS, UNGRATEFUL, UNHOLY, WITHOUT LOVE, UNFORGIVING, SLANDEROUS, WITHOUT SELF CONTROL, BRUTAL, NOT LOVERS OF GOOD, TREACHEROUS, RASH, CONCEITED, LOVERS OF PLEASURE RATHER THAN LOVERS OF GOD, HAVING A FORM OF GODLINESS, BUT DENYING ITS POWER. MAY WE PRAY. LORD I ASK THAT YOUR PRESENCE FILL THIS CHAMBER AND ALL OF AUSTIN. I PRAY THAT A SPIRIT OF REPENTENCE COME UPON YOUR PEOPLE FOR BREAKING THEIR RELATIONSHIP WITH YOU. I ASK THAT YOU FORGIVE AUSTIN FOR PURSUING FALSE RELIGIONS. FORGIVE US FOR CREATING IDOLS IN PLACE OF WORSHIPING YOU. LORD, YOU ARE JEALOUS OVER AUSTIN. THIS CITY IS NOT WEIRD. BUT IT IS CALLED THE CITY -- IT IS A CITY THAT SEEKS YOUR PRESENCE. REMOVE HUMANISM AND SECULARISM IN OUR MIDST AND PUT IN OUR PLACE SPIRITUAL ABSOLUTES THAT ARE STANDARDS TO LIVE BY. TURN THE PEOPLE OF THIS CITY TO YOU, LORD, CAUSE THEM TO HUNGER AFTER YOUR RIGHTEOUSNESS. I DECLARE AND DECREE A MOVE OF YOUR HOLY SPIRIT IN

THIS CITY AND I DECLARE THIS DAY THAT AUSTIN IS YOURS IN JESUS NAME. FINALLY, I PRAY FOR MAYOR WILL WYNN, MAYOR PRO TEM DANNY THOMAS, ALL OF THE CITY COUNCIL MEMBERS AND I ASK THAT YOUR BLOOD WILL COVER THEM AND PROTECT THEM FROM ALL HARM. I ALSO DECLARE AND DECREE THAT THESE ELECTED OFFICIALS WILL WORK TOGETHER IN UNANIMITY AND IN ACCORDANCE TO YOUR WILL. I BLESS THEM AND COMMAND THE DARKNESS OF THIS REGION SHALL NOT TOUCH THEM AND THE HOLY SPIRIT INSPIRED SUCCESS AS THEIR PORTION, IN JESUS NAME, AMEN.

Mayor Wynn: THANK YOU, PASTOR RUSSELL. THERE BEING A QUORUM PRESENT, AT THIS TIME I WILL CALL TO ORDER THIS MEETING OF THE AUSTIN CITY COUNCIL, IT IS THURSDAY, SEPTEMBER 29th, 2005, WE'RE IN THE COUNCIL CHAMBERS OF CITY HALL, 301 WEST SECOND STREET, IT'S ABOUT 10 MINUTES AFTER 10:00 A.M. BEFORE I BEGIN BY WALKING THROUGH OUR CHANGES AND CORRECTIONS TO THIS WEEK'S POSTED AGENDA, I WANT TO TAKE ONE MINUTE AND RECOGNIZE THAT THIS IS OUR FIRST MEETING BACK AFTER WE APPROVED OUR CITY BUDGET A COUPLE OF WEEKS AGO AT OUR FIRST SORT OF NORMAL CITY COUNCIL MEETING NOW IN ALMOST A MONTH. AND THIS HAS BEEN A REMARKABLE MONTH IN THE CITY OF AUSTIN. AS YOU ALL KNOW. HIGHLIGHTED MOSTLY BY TWO LARGE HURRICANE EVENTS. THE FIRST BEING THE -- THE HURRICANE KATRINA THAT HIT MOSTLY SOUTHERN LOUISIANA AND MISSISSIPPI AND THEN ULTIMATELY THE IMPACT THAT IT HAD LOCALLY AS WE WELCOMED THOUSANDS OF EVACUEES FROM MOSTLY THE CITY OF NEW ORLEANS. AND THEN OUR EXERCISE JUST LAST WEEK WHEN MUCH OF SOUTHEAST TEXAS WAS EVACUATED AND AUSTIN SERVING IN THE LARGER STATE-WIDE MANDATORY EVACUATION PLAN. THE KATRINA EXERCISE WAS QUITE DIFFERENT THAN THAT OF RITA IN THAT THE LOCAL EXERCISE WAS IN FACT A LOCAL SHELTER PLAN. EACH TEXAS CITY FUNDAMENTALLY WAS ALLOWED TO -- TO COME UP WITH ITS OWN SHELTER PLAN AND ITS PROCEDURES TO -- TO APPROPRIATELY HOUSE TRANSPORTATION -- TRANSPORT, STABILIZE AND HOUSE AS MANY PEOPLE AS POSSIBLE DURING THAT EVENT. WHEREAS THE HURRICANE RITA EXERCISE WAS VERY MUCH A -- SORT

OF A PREORDAINED PART OF A LARGER MANDATED STATE EVACUATION PLAN, AUSTIN PLAYED ITS ROLE EXQUISITELY THERE, TOO. I WANT TO TAKE A MOMENT TO ACKNOWLEDGE STAFF AND THE REMARKABLE WORK THAT WAS ACCOMPLISHED MOSTLY DURING THE WEEKEND OF LABOR DAY WEEKEND WHEN HUNDREDS OF CITY OF AUSTIN EMPLOYEES, STARTED WITH THE CITY MANAGER TOBY FUTRELL AND HER ASSISTANT MANAGER RUDY GARZA, ALL THE WAY DOWN TO AND THROUGH LINE CITY EMPLOYEES, BUILDING SERVICES STAFF AT THE CONVENTION CENTER, FROM ALL PARTS AND DEPARTMENTS OF OUR CITY, PULLED TOGETHER, WORKED AROUND THE CLOCK FOR A COUPLE OF DAYS AND TURNED WHAT FRANKLY WAS A DISASTROUS SITUATION INTO A -- INTO A REMARKABLY REWARDING SITUATION FOR THIS CITY. SO MY HAT IS OFF TO -- TO FIRST AND FOREMOST TO CITY OF AUSTIN EMPLOYEES AND THEN OF COURSE THAT QUICKLY EVOLVED INTO A MUCH LARGER COMMUNITY EFFORT WORKING WITH THE RED CROSS, THEN INDIVIDUAL CITIZENS ALL ACROSS THIS REGION AS FOLKS DONATED TIME, MATERIAL, MONEY, TO MAKE -- TO MAKE THE EXERCISE BE AS REWARDING AS IT WAS. SO -- SO AGAIN MY HAT IS OFF TO -- TO CITY STAFF AND I'M SORRY THAT TOBY FUTRELL ISN'T HERE THIS MORNING, BECAUSE SHE PLAYED A REMARKABLE ROLE AS DID RUDY GARZA AND MANY, MANY OTHERS AS WE WORKED TO WELCOME SO MANY PEOPLE, MOSTLY FROM THE CITY OF NEW ORLEANS. SO WITH THAT LET'S GO TO THE CHANGES AND CORRECTIONS. MAYOR PRO TEM?

COULD I SAY A COUPLE OF THINGS BEFORE YOU GET INTO THAT. I DO COMMEND YOU ACKNOWLEDGING THE STAFF AND EVERYTHING. BUT WE NEED AS A COUNCIL, NEED TO ACKNOWLEDGE OUR MAYOR FOR WHAT YOU HAVE DONE OVER THE TIME OF THE KATRINA AND THE RITA SITUATION. YOU TOOK LEADERSHIP AND STOOD WHEN YOU ALMOST DIDN'T HAVE ANY ENERGY, WE THANK YOU FOR YOUR LEADERSHIP AND THANK YOU FOR YOUR LEADING AND HELP GUIDING THE STAFF TO THIS. GOD BLESS YOU. [APPLAUSE]

Mayor Wynn: THANK YOU, MAYOR PRO TEM. THANK YOU VERY MUCH. OKAY. SO WE HAVE OUR POSTED AGENDA THIS WEEK WE'LL HAVE A SEVERAL CHANGES AND CORRECTIONS. TO THAT. WE WILL BEGIN WITH ITEM NO. 12, SHOULD REPLACE

'04-'05 AND REPLACE IT, OF COURSE, WITH '05-'06. ITEM NO. 13 HAS BEEN POSTPONED TO OCTOBER 6th, 2005. ITEM 50, IS POSTPONED AGAIN TO OCTOBER 6th, 2005. ITEM 54, WE SHOULD NOTE THAT COUNCILMEMBER DUNKERLY IS AN ADDITIONAL CO-SPONSOR. WE SHOULD STRIKE THE WORD "THE" AND INSERT CHAPTER 35-2 OF THE CITY CODE RELATED TO AND THEN ALSO INCLUDE THE ABBREVIATION TOD FOR TRANSIT ORIENTED DEVELOPMENT. APPROVE RESOLUTION DIRECTING THE CITY MANAGER TO PROCESS AN AMENDMENT TO CHAPTER 25-2 OF THE CITY CODE RELATED TO THE TRANSIT ORIENTED DEVELOPMENT ORDINANCE. ITEM NO. A 56 WE COULD STRIKE THE PHRASE INITIATE THE PROCESS OF CHANGING AND SIMPLY INSERT THE VERB CHANGE. REGARDING OUR WATER LEAK RELATED BILL ADJUSTMENT POLICY. ITEM 57, WE NEED TO CORRECT THE ORDINANCE NUMBER, AND REPLACING WHAT WAS POSTED WITH THE NEW ORDINANCE NUMBER 20050912-004. AND THEN NOTE THAT THE SUGGESTED PUBLIC HEARING WILL BE CHANGED FROM OCTOBER 6th, TO OCTOBER 20th, 2005. ON ITEM NO. 76, WE SHOULD NOTE THAT A VALID PETITION HAS NOW BEEN FILED IN OPPOSITION TO THE REZONING REQUEST. ON ZONING CASE Z-3, WE SHOULD STRIKE THE WORD BOUNDARIES AND INSERT THE PHRASE CONDUCT A PUBLIC HEARING TO APPROVE AN ORDINANCE AMENDING CHAPTER 25-2 OF THE AUSTIN CITY CODE BY REZONING THE AREA BOUNDED BY. THAT'S ITEM Z-3 TO BE TAKEN UP LATER THIS AFTERNOON. ZONING CASE Z-4 WE SHOULD STRIKE THE PHRASE GENERAL COMMERCIAL SERVICES C.S. DISTRICT ZONING, AND INSERT THE CORRECTED NOTATION, LIMITED OFFICE, MIXED USE, COMMERCIAL OVERLAY OR L.O.-MU-C COMBINING DISTRICT ZONING. THEN ALSO WE SHOULD ADD THE NOTE THAT A VALID PETITION HAS BEEN FILED IN OPPOSITION TO THIS REZONING REQUEST. ON ZONING CASE Z-21, WE SHOULD NOTE THAT UNDER THE PLANNING COMMISSION RECOMMENDATION, IT HAD BEEN NOTED TO BE CONSIDERED SEPTEMBER 27th '05. THAT OF COURSE HAS NOW OCCURRED. AND THAT RECOMMENDATION IN FACT IS NOW TO GRANT FAMILY RESIDENT CONDITIONAL OVERLAY NEIGHBORHOOD CONSERVATION COMBINING DISTRICT NEIGHBORHOOD PLAN OR SF 3-CO-NCCD--NP COMBINING DISTRICT ZONING WITH CONDITIONS, THAT'S Z-21, OUR TIME

CERTAINS, NOON GENERAL CITIZENS COMMUNICATION, 2:00
A BRIEFING THAT'S SHOWN AS ITEM NO. 69 ON THIS WEEK'S
AGENDA. IT'S A BRIEFING REGARDING OUR AIR QUALITY
EFFORTS HERE IN AUSTIN AND CENTRAL TEXAS. I BELIEVE
ROGER DUNCAN OF AUSTIN ENERGY AND PERHAPS FRED
BLOOD WILL TRENT THOSE FINDINGS -- WILL PRESENT
THOSE FINDINGS OF THE COUNCIL. AT 3:00 THE BOARD OF
DIRECTORS MEETING OF THE AUSTIN HOUSING FINANCE
CORPORATION WITH SIX ITEMS ON THAT AGENDA WHICH
SHOWS UP AS ZONING -- OR ITEMS AHFC 1-6. AT 4:00 WE
START ZONING HEARINGS AND APPROVAL OF ORDINANCES
AND RESTRICTIVE COVENANTS, AT 5:30 WE BREAK FOR LIVE
MUSIC AND PROCLAMATIONS, AT 6:00 WE HAVE OUR PUBLIC
HEARINGS, POSSIBLE ACTIONS, THOSE SHOW AS ITEMS 77
THROUGH 79 IN THIS WEEK'S AGENDA. COUNCIL,
CURRENTLY THERE ARE ONLY TWO ITEMS PULLED OFF THE
CONSENT AGENDA. I HAVE PULLED BOTH ITEM 38 RELATED
TO THE SHOAL CREEK BOULEVARD CURB EXTENSIONS AND
ITEM 51 RELATED TO BILLBOARDS. I NOTED THAT WE WERE
ALSO POSTED TO TAKE UP THE BILLBOARD DISCUSSION IN
CLOSED SESSION, SO IT WOULD BE OFF THIS MORNING'S
CONSENT AGENDA REGARDLESS. SO OTHER ITEMS TO BE
PULLED OR ADDED TO THE CONSENT AGENDA? HEARING
NONE, I WILL READ THROUGH THE CONSENT AGENDA
NUMERICALLY. WE WILL START WITH OF COURSE ITEMS 1, 2,
3, 4, 5, 6, 7, 8 8, 9, 10, 11, 12, PER CHANGES AND
CORRECTION, 13 TO BE POSTPONED TO OCTOBER 6th, 2005,
14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31,
32, 33, 34, 35, 36, 37, 39, 40, 41, 42, 43, 44 45, 46, 47, 48, 49, 50,
TO BE POSTPONED TO OCTOBER 6th, 2005. 52 WHICH ARE
THE BOARD AND COMMISSION APPOINTMENTS, I WILL READ
THEM INTO THE RECORD. TO OUR ASIAN AMERICAN
RESOURCE CENTER ADVISORY BOARD, YING LEE IS A
CONSENSUS APPOINTMENT. TO OUR COMMISSION ON
IMMIGRANT AFFAIRS, AMINSALIN IS A CONSENSUS
APPOINTMENT. TO THE SALT I DON'T DISTRICT COMMUNITY
ADVISORY GROUP, MARK RODGERS IS A CONSENSUS
REAPPOINTMENT. SALTILLO. TO A SOLID WASTE ADVISORY
COMMISSION, ROSEMARY WYMAN IS COUNCILMEMBER
DUNKERLY'S REAPPOINTMENT, ITEM NO. 52 ON THE
CONSENT AGENDA. CONTINUING ON, ITEM 53, 54 PER
CHANGES AND CORRECTIONS, 55, PER CHANGES AND

CORRECTION, 56 FOR CHANGES AND CORRECTIONS, 57 PER CHANGES AND CORRECTION, 58, 59, 60, 61, AND 62. I'LL ENTERTAIN A MOTION ON THE CONSENT AGENDA. MOTION MADE BY COUNCILMEMBER LEFFINGWELL, SECONDED BY COUNCILMEMBER MCCRACKEN TO APPROVE THE CONSENT AGENDA AS READ. COMMENTS? COUNCILMEMBER MCCRACKEN?

McCracken: IF WE HAVE AN ITEM THAT WILL ADD TO THE TRANSIT ORIENTED DEVELOPMENT TODAY WHICH IS TO INCLUDE A TRANSIT ORIENTED DEVELOPMENT IN THE OAK HILL AREA, THIS -- THE AREA WHERE THE ACTUAL T.O.D. WILL BE LOCATED IS UNDEFINED. IT WILL BE SOMEWHERE IN THE OAK HILL AREA. THIS COUNCIL, TWO YEARS AGO, WITH MAYOR WYNN AND MAYOR PRO TEM GOODMAN DEVELOPED A CLUSTERING POLICY IN THE OAK HILL AREA. THIS WILL BE A PILOT PROJECT WHICH WILL COMBINE SOUND DEVELOPMENT AND PLANNING PRINCIPLES WITH MASS TRANSIT. SO THIS IS SOMETHING THAT THE FOLKS FROM OAK HILL HAVE BROUGHT FORTH THEMSELVES AND I CONGRATULATE THEM ON REALLY A FINE EFFORT.

Mayor Wynn: THANK YOU, COUNCILMEMBER. FURTHER COMMENTS? ACTUALLY, I HAVE A QUESTION OF STAFF. ON THE CONSENT AGENDA, ITEM 62, WE ARE TECHNICALLY JUST SETTING A PUBLIC HEARING. THIS IS FOR A -- A WAIVER WHICH WE DO THESE RELATIVELY FREQUENTLY. REGARDING A -- A POTENTIAL LIQUOR LICENSE. I JUST NOTE THAT WE HAVE POSTED THE -- THE STAFF SUGGESTED A DATE FOR THE PUBLIC HEARING IS OCTOBER 20th. MY QUESTION IS THAT I NOTE THAT WE DON'T MEET ON OCTOBER 13th. AND SO THE ONLY OTHER TIME THAT WE COULD DO THIS WOULD BE OCTOBER 6th. IS IT PRACTICAL TO BE ABLE TO HAVE, YOU KNOW, THE NOTICE AND THE POSTING IN ONE WEEK'S TIME?

LUCY GALLON GALLAHAN, NO, WE WOULD BE OUT OF COMPLIANCE WITH NOTIFICATION IF WE HAD IT BEFORE OCTOBER 20th.

OKAY. JUST THE WAY THESE STRUCTURES WORK, THIS IS OUR FIRST MEETING BACK, THIS IS OUR FIRST TIME TO EVEN SET THE PUBLIC HEARING, THEN BASED ON YOUR STATUTES

AND OTHER PROVISIONS NOTICE PRIMARILY OCTOBER 20th
IS THE FIRST TIME WE COULD HOLD THAT PUBLIC HEARING.

THAT'S CORRECT.

OKAY. THANK YOU.

Mayor Wynn: MY LAST COMMENT, ITEM NO. 56, I'M JOINING
COUNCILMEMBER MCCracken AS SPOJSES SPONSOR
TECHNICALLY AS AN ITEM FROM COUNCIL, IT'S A POLICY
THAT STAFF WORKED WITH US ON, REGARDING OUR SORT
OF ONE-TIME WATER LEAK ADJUSTMENT BUILDING POLICY
AND OUR GOAL HERE, FUNDAMENTAL PART OF OUR WATER
BILLING POLICY, OF COURSE, IS TO PROMOTE
CONSERVATION, THAT IS AS PEOPLE START TO USE A LOT
MORE WATER THEN WE ACTUALLY CHARGE MORE PER
GALLON FOR THAT EXTRA USE. IT'S THE FUNDAMENTAL
PROGRESSIVE POLICY THAT'S QUITE POLICY. THIS ACTUALLY
HELPS FOLKS WHO HAVE HAD, YOU KNOW, A ONE-TIME
EVENT, LIKELY SOME TYPE OF WATER LINE BREAK, IN THEIR
HOME, AND WE ARE TRYING TO FIGURE OUT HOW NOT TO --
WE WANT TO CONTINUE TO PROMOTE CONSERVATION
THROUGH A PROGRESSIVE VARIABLE FEE STRUCTURE. BUT
IN A CASE OF AN ACCIDENT OR A -- OR A WATER LEAK, WE
ARE TRYING TO FIGURE OUT HOW TO -- TO -- THIS ALLOWS
US TO ADJUST TO HAVE A MUCH MORE SORT OF FAIR
POLICY AS FOLKS AND WE HELP FOLKS DISCOVER LEAKS,
REPAIR THAT, BACK TO NORMAL USAGE, HOPEFULLY
CONSERVING WATER AS THEY MOVE FORWARD. SO I
APPRECIATE THE SUPPORT BY COUNCILMEMBERS AND
COUNCIL AND STAFF. COUNCIL, AGAIN A MOTION AND A
SECOND ON THE CONSENT AGENDA, FURTHER COMMENTS?
HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 6-0, WE
WILL NOTE THAT COUNCILMEMBER ALVAREZ IS -- IS ABSENT
FOR PROBABLY THE FIRST HALF OF TODAY. HE HAS -- HE'S
HOME WITH A SICK CHILD AND HOPEFULLY SOPHIE WILL
FEEL BETTER SOON. THANK YOU ALL VERY MUCH. COUNCIL,
JUST A COUPLE OF POTENTIAL DISCUSSION ITEMS. I HAD --
THE FIRST OF THE PULLED ITEMS IS ITEM NO. 38, WHICH --

WHICH RELATES TO THE SHOAL CREEK BOULEVARD CURB EXTENSION ITEM. PERHAPS A BRIEF PRESENTATION FROM PUBLIC WORKS, WELCOME, MS. CRAYTON.

GOOD MORNING, MAYOR, MAYOR PRO TEM, COUNCILMEMBERS. I'M SONDRRA CRAYTON DIRECTOR OF THE PUBLIC WORKS DEPARTMENT. WE HAVE A BRIEF PRESENTATION HERE ON THE SHOAL CREEK CURB ISLAND PROJECT AND HERE WITH ME IS DAVE GERARD WITH THE TRANSPORTATION DIVISION. WHAT YOU SEE BEFORE YOU ON THE FIRST SLIDE IS A PICTURE OF ONE OF THE CURB ISLANDS, AS YOU KNOW ABOUT 35 OF THESE CURB ISLANDS WERE INSTALLED BETWEEN 40th STREET AND FOSTER LANE. AND THE ROAD IS STRIPED FOR A 10-FOOT DRIVE LANES AND 10-FOOT MULTI-USE LANES. THE PROJECT IS STARTED IN MARCH 2,000, PREVENTIVE MAINTENANCE ON THE ROAD IN THE FORM OF SEAL COATING THE ROAD. THIS TRIGGERED RESTRIPING OF THE BIKE LANES. AT THE SAME TIME, BECAUSE OF THE -- OF THE BIKE PLAN, THERE ARE RESTRICTIONS ON PARKING IN BIKE LANES, SO THOSE WERE PUT IN. THEN THERE WAS OPPOSITION FROM THE NEIGHBORHOOD, FROM THE RESIDENTS ON THE PARKING RESTRICTIONS. WE THEN ENTERED A FIVE YEAR PROCESS IN WHICH WE EXPLORED NUMEROUS OPTIONS. THERE WERE 19 PUBLIC MEETINGS, A DESIGN DEMONSTRATION, THERE WAS A DESIGN WORKSHOP, AND THERE WAS ALSO AN EXTENSIVE SURVEY OF OVER 4,600 CITIZENS. THE STAKEHOLDER PROCESS BEGAN WITH ABOUT A YEAR OF THE STAFF WORKING WITH THE NEIGHBORHOOD IN TRYING TO COME UP WITH VARIOUS SOLUTIONS THAT WOULD SATISFY ALL OF THE INTERESTS. HOWEVER, NO CONSENSUS WAS REACHED. IN MARCH 2001 COUNCIL PASSED A RESOLUTION CALLING FOR A TRANSPORTATION ANALYSIS WITH PUBLIC INVOLVEMENT. AFTER THAT, THERE WAS A WORKING GROUP THAT INCLUDED AN OUTSIDE CONSULTANT AND FOR ABOUT A YEAR AND A HALF, THIS WORKING GROUP LED EXTENSIVE PUBLIC INVOLVEMENT PROCESSES, AND A DESIGN ANALYSIS TO DEVELOP A SOLUTION. FOLLOWING THAT, EVEN THOUGH NO CONSENSUS WAS REACHED, THE CURB ISLAND CONCEPT WAS BROUGHT FORTH. AND COUNCIL DID APPROVE A CONSTRUCTION CONTRACT AWARDDING THAT CONCEPT AND

THE CONSTRUCTION CONTRACT TO INSTALL THE CURB ISLANDS IN DECEMBER OF 2004. THE PROJECT BEGAN IN FEBRUARY OF 2005. AND SHORTLY AFTER CONSTRUCTION STARTED, WE BEGAN RECEIVING A LOT OF NEGATIVE FEEDBACK FROM THE NEIGHBORHOOD. OVER 141 CITIZEN CONTACTS CAME INTO THE CITY, OF THOSE 133 EXPRESSED OPPOSITION. IN MAY 2005, WE HELD A PUBLIC MEETING. THERE WERE 325 ATTENDEES, THE VAST MAJORITY OPPOSED THE PROJECT. THEY WERE CONCERNED ABOUT SAFETY AND THEY FELT LIKE THE ISLANDS ACTUALLY FORCED BICYCLISTS INTO THE DRIVE LANE. THEY ALSO SAID THAT IT WAS A WASTE OF TAXPAYER FUNDS AND THEY WERE CONCERNED BECAUSE THE AESTHETICS THEY THOUGHT THEY WERE UGLY AND DESTROYED THE ROAD APPEAL. THE OVERWHELMING SENTIMENT WAS TO IMMEDIATELY REMOVE THE CURB ISLANDS. THE PROJECT WAS COMPLETED, AND, IN JULY OF 2005 THE URBAN TRANSPORTATION COMMISSION VOTED A TIE VOTE AS TO WHETHER TO REMOVE THE CURB ISLANDS OR NOT. ONE OF THE CONCERNS THEY EXPRESSED WAS THE COST TO REMOVE THE CURB I WOULD. THEN IN -- CURB ISLANDS, THEN IN SEPTEMBER OF 2005 THE COUNCIL LAND USE AND TRANSPORTATION SUBCOMMITTEE VOTED UNANIMOUSLY TO REMOVE THE CURB ISLANDS. WHAT YOU HAVE BEFORE YOU TODAY IS ITEM 38, REQUESTING COUNCIL AUTHORIZATION TO REMOVE CURB ISLANDS AND TO APPROVE THE STRIPING PLAN THAT ALLOWS FOR ON STREET PARKING ON THE EAST SIDE AND CAR-FREE BIKE LANES ON BOTH SIDES. NOW YOU WOULD LIKE TO WALK YOU THROUGH THE MINIMUM DESIGN STANDARDS THAT WE USE IN COMING UP WITH OUR SOLUTION AND OUR RECOMMENDATION TO COUNCIL TODAY. THE SOURCE OF ASTA DESIGN, ASHTA GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES. A MINIMUM TRAVEL WIDTH OF 10-FOOT IS RECOMMENDED. FOR -- FOR THE TRAVEL LANES. A MINIMUM OF FIVE FOOT IS RECOMMENDED FOR BIKE LANES, A MINIMUM OF 7 FEET IS RECOMMENDED FOR A PARKING LANE. SO WE HAVE A 40-FOOT WIDE STREET, AND THAT LEAVES A BALANCE OF 3 FEET. THE BALANCE, OF COURSE, IS NOT ENOUGH ROOM TO CREATE ANOTHER PARKING LANE AND STILL MEET THE AASHTO GUIDELINES IN BEST PRACTICES FOR BIKE LANES THAT ARE USED THROUGHOUT

THE COUNTRY. THIS SLIDE PROVIDES THE STAFF RECOMMENDATION. WE ARE RECOMMENDING THE THREE FEET AND ALLOCATING ONE FOR THE EACH TO TRAVEL LANES. IF YOU TAKE INTO CONSIDERATION THE WIDTH OF THE STRIPES THIS LEAVES 10 FEET FOR THE CARS TO ACTUALLY DRIVE IN. WE ALSO RECOMMEND REALLOCATING THE OTHER ONE FOOT TO THE WEST SIDES OF THE ROAD FOR A BIKE LANE TO WIDEN A BIKE LANE, SIMPLY ALLOWS MORE ROOM FOR THE BICYCLISTS RIDING ALONG THE GUTTER WHICH OFTEN IS FILLED WITH DEBRIS. THIS PLAN MEETS A MULTITUDE OF INTERESTS OF THE STAKEHOLDERS. ON STREET PARKING ON THE EAST SIDE IS ALLOWED. IT ALSO PROVIDES A SEPARATION OF LANES FOR CARS AND BICYCLISTS AND JUST ELIMINATES A LOT OF THE CONFLICTS THAT COME INTO PLAY IF YOU HAVE CARS AND BIKES RIDE IN THIS THE SAME LANE. THE PLAN ALSO RESIDES FOR CAR FREE BIKE LANES AND AS YOUR PUBLIC WORKS DIRECTOR, ONE OF MY GOALS IS TO PROVIDE A SAFE AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM. QUALITY BIKE FACILITIES, FREE OF OBSTACLES, PROVIDE COMMUTERS WITH MORE OPTIONS. WE ARE CURRENTLY DEVELOPING, AS YOU KNOW, THE LANCE ARMSTRONG BIKEWAY, THIS WILL FORM A SIGNATURE EAST-WEST ROUTE AS PART OF THE BIKE NETWORK. THE SHOAL CREEK BOULEVARD PROVIDES A KEY NORTH-SOUTH COMPONENT OF THE BIKE NETWORK. AND IS INCLUDED IN THE CITY'S BIKE PLAN. INSTALLING THE SYSTEM THROUGHOUT AUSTIN ENCOURAGES BICYCLE COMMUTING. IN DOING SO WE NOT ONLY IMPROVE THE TRANSPORTATION SYSTEM BY REDUCING CONGESTION, BUT WE ALSO IMPROVE AIR QUALITY. THIS RECOMMENDATION IS ALSO CONSISTENT WITH THE COUNCIL'S ADOPTED BIKE PLAN, WHICH CALLS FOR CAR-FREE BIKE LANES. I WOULD LIKE TO SAY A FEW THINGS ABOUT SPEEDING AND YOU HAVE HEARD A LOT ABOUT THIS FROM THE CITIZENS AND IT'S ONE OF THE MAIN DRIVERS FOR THE PROJECT. CURRENTLY WE HAVE BEEN WORKING WITH A.P.D. ON COMING UP WITH A COMPREHENSIVE APPROACH TO -- TO CONTROLLING THE SPEED. PART OF THIS INCLUDES AN EDUCATION CAMPAIGN. JUST RAISING THE AWARENESS OF CITIZENS OF THE IMPACT SPEEDING HAS IN A RESIDENTIAL AREA. THE OTHER COMPONENT IS TO TIGHTEN UP ON THE TOLERANCE

POLICIES THAT WE HAVE FOR ISSUING TICKETS WHEN PEOPLE ARE SPEEDING. ANOTHER COMPONENT THAT I WOULD LIKE TO TALK TO YOU ABOUT, THE SUBCOMMITTEE HAD RECOMMENDED INSTALLING SIDEWALKS ON SHOAL CREEK BOULEVARD. AND WE HAVE LOOKED INTO THAT AND WE HAVE FOUND THAT AS PART OF THE 2,000 BONDS, FOR THE FOLLOWING FISCAL YEAR WE COULD INCLUDE SIDEWALKS. WE KNOW THAT THE SOLUTIONS ON SHOAL CREEK ARE NOT EASY AND THEY ARE UNLIKELY TO BE REACHED BY CONSENSUS. YEARS OF STAKEHOLDER PROCESSES THAT RESULTED IN A PROJECT THAT FEW SEEM TO LIKE. THE STAFF RECOMMENDATION, IN CONJUNCTION WITH AN EFFECTIVE SPEED CONTROL PROGRAM AND THE ADDITION OF SIDEWALKS ALONG THE BOULEVARD, WILL ADDRESS MOST OF THE CITIZENS INTERESTS. AND IT'S CONSISTENT WITH THE ADOPTED BIKE PLAN AND ALSO CONSISTENT WITH THE BEST PRACTICES THROUGHOUT THE COUNTRY. THAT CONCLUDES MY BRIEFING, I WOULD BE GLAD TO ANSWER ANY QUESTIONS THAT YOU ALL MIGHT HAVE.

THANK YOU, MS. CRAYTON. QUESTIONS? COUNCILMEMBER DUNKERLY?

IN RELATION TO THE SIDEWALKS, I PARTICULARLY WAS INTERESTED IN AT LEAST GETTING ONE SIDE OF THE STREET WITH SIDEWALKS. PROBABLY FROM LOOKING AT THIS DIAGRAM THE -- THE WEST SIDE. AND YOU HAVE THE FINANCIAL DATA ON THAT THAT YOU COULD SUPPLY US?

CERTAINLY. THE -- TO INSTALL SIDEWALKS ALONG THE ENTIRE LENGTH WOULD BE SOMETHING ABOUT TWO AND A HALF MILLION DOLLARS. SO HALF OF THAT, IF YOU ONLY WANTED TO INSTALL THEM ON ONE SIDE WOULD JUST BE HALF OF THAT.

OKAY.

Mayor Wynn: HAS THE MONEY BEEN IDENTIFIED FOR THAT SIDEWALK PROJECT?

YES, MAYOR, WE WOULD USE 2000 BOND FOUNDING, AN ADDITIONAL -- FOR -- WE COULD ALLOCATE A PORTION OF IT

FOR SIDEWALKS ON SHOAL CREEK BOULEVARD.

Mayor Wynn: THEN BASED ON THAT REALISTICALLY, WHAT'S THE TIMING, JUST BASED ON DESIGN TIME --

WE COULD ACTUALLY START WORKING ON THE DESIGN THIS YEAR AND THEN WE COULD HAVE IT READY FOR CONSTRUCTION THE FOLLOWING YEAR.

Mayor Wynn: THEN REMIND ME, IS THERE -- I KNOW THAT -- THAT TECHNICALLY THAT THE RIGHT-OF-WAY OFTENTIMES IS WELL BEHIND THE CURB AND THE -- YOU KNOW, MOST FOLKS, MOST OF US SORT OF LOOK AT THE -- [INDISCERNIBLE] EXTENDING TO THE CURB, I KNOW THAT OCCASIONALLY ON OTHER SIDEWALK PROJECTS THERE'S SOME HEART BURN BY HOMEOWNERS WHEN YOU KNOW THE CITY IS VERY MUCH IN OUR RIGHT-OF-WAY CONSTRUCTING A SIDEWALK, YOU KNOW, INEVITABLY THERE'S LANDSCAPING, SPRINKLER SYSTEMS, THERE'S -- THERE'S HOMEOWNER OWNED ISSUES WHEN SIDEWALKS ARE CONSTRUCTED. WHAT IS THE PROCESS OR WHAT WOULD BE THE PROCESS HERE FOR -- FOR HOMEOWNERS TO UNDERSTAND THAT -- AND YOU KNOW SEE IF THERE MIGHT BE SOME SPECIAL CIRCUMSTANCES IN VIEW OF THE FRONT YARDS, MY FOLKS CAN PERHAPS MOVE SOME PLANTS AROUND OR HOW WOULD WE GO ABOUT -- YOU KNOW, WORKING WITH HOMEOWNERS AS WE BEGIN A PRETTY MAJOR SIDEWALK PROJECT?

WE WOULD USE THE SAME MODEL THAT WE USED IN INSTALLING THE SIDEWALKS ON MESA. AND WE WORKED ACTUALLY INDIVIDUALLY WITH EACH PROPERTY OWNER. IT'S A DIFFERENT SORT OF SIDEWALK AND IT MEANDERS A BIT. THE REASON WE DID THAT WAS EXACTLY TO ADDRESS THE CITIZEN INTERESTS THAT YOU EXPRESSED. WE WENT AROUND TREES RATHER THAN REMOVING TREES AND WE WORK VERY CLOSELY WITH THEM ON ANY -- ON ANY STRUCTURES THAT NEEDED TO BE REMOVED AND THAT SORT OF A THING. AND COUNCILMEMBER MCCrackEN COULD SPEAK TO YOU ABOUT THE SUCCESS OF THAT PROJECT AND HOW WE INTERACTED WITH THE PUBLIC.

Mayor Wynn: THANK YOU. COUNCILMEMBER DUNKERLY?

Dunkerly: A COMPLIMENT FOR A CHANGE. I WAS AT A MEETING A COUPLE OF NIGHTS AGO, SOMEONE CAME UP WHO LIVES ALONG MESA AND SAID YOU HAVE REALLY DONE AN OUTSTANDING JOB OF COMIEWNG TING, WORKING WITH THE OWNERS UP AND DOWN THAT STREET, THEY WERE VERY, VERY HAPPY.

THANK YOU. I THINK WE HAVE A VERY OUTSTANDING BIKE AND PEDESTRIAN TEAM RIGHT NOW IN PLACE AND WE HAVE GOTTEN A LOT OF ACCOLADES FROM THEM.

McCracken: IN FACT I WENT TO A NEIGHBORHOOD MEETING ON MESA ON THE SIDEWALK DEAL ABOUT HALF THE PEOPLE IN THE ROOM WERE SAYING THIS IS GOING TO BE A DISASTER, THERE'S NO WAY THIS IS EVER GOING TO WORK, YOU ARE GOING TO RUIN MY FRONT YARD. AND I -- I SAID WELL I TRUST SONDRAND MIKE AND THE WHOLE TEAM AND YOU CAN EVEN CALL ME AT HOME IF THERE'S A PROBLEM. THE SIDEWALKS ARE ALL IN, I HAVE NOT GOTTEN A SINGLE CALL AT HOME, SO THANK YOU VERY MUCH.
[LAUGHTER]

Mayor Wynn: WELL DONE. COUNCILMEMBER LEFFINGWELL?

Leffingwell: MS. CREIGHTON, COULD YOU EXPLAIN THE RATIONALE FOR INCREASING THE DRIVING LANES FROM 10 FEET WHICH IT IS NOW TO 11 FEET.

THAT JUST PROVIDES A LITTLE BIT MORE LEEWAY ON EACH SIDE OF THE CARS SO, YOU KNOW, IF THERE WERE BICYCLISTS, IT PROVIDES AN ADDITIONAL BUFFER. WHAT WE WOULD BE LOOKING AT IS DOING A DOUBLE YELLOW STRIPE DOWN THE MIDDLE AND THE WIDTH OF THAT IS ABOUT A FOOT. WE ARE ALSO LOOKING AT PUTTING IN BUTTONS YOU KNOW TO PROVIDE A SEPARATION. THAT WAS SOMETHING THAT THE CITIZENS WERE SURVEYED ON AND THEY DID -- THEY DID SEEM TO SUPPORT AND EVERYTHING. BUT THE MINIMUM STANDARDS ARE NOT NECESSARILY WHAT YOU WANT TO GO FOR ALL THE TIME. WE WOULD PREFER TO BE ABLE TO ACTUALLY GO ABOVE THE MINIMUM DESIGN STANDARDS AND THE STAFF FELT LIKE REALLOCATING THAT

TO THE DRIVE LANES WAS THE BEST WAY TO GO. WE ARE CERTAINLY OPEN TO SUGGESTIONS.

Leffingwell: I GUESS THE -- THE PREVAILING CONSENSUS IS THAT THE SMALLER THE DRIVING LANE, THE LESS SPEED IN THAT DRIVING LANE. SINCE SPEED CONTROL SEEMS TO BE A MAJOR PROBLEM, I WAS JUST WONDERING WHERE -- WHERE THE INPUT, INCREASE IT TO 11 FEET, HOW IS THAT GOING TO AFFECT SPEED CONTROL.

WELL, ACTUALLY THE 11-FOOT LANE, THE ACTUAL DRIVING PORTION IS 10 FEET, SO WHEN YOU ACTUALLY TAKE IT INTO CONSIDERATION THE WIDTH OF THE STRIPING, YOU -- YOU END UP WITH A RESULT THAT'S A 10-FOOT DRIVE LANE. WHAT WE ACTUALLY FOUND IN OUR RESEARCH IS THAT NARROWING THE LANES DOESN'T NECESSARILY HAVE AN IMPACT, PARTICULARLY ON SHOAL CREEK, AFTER WE INSTALLED THE CURB ISLANDS, WE ACTUALLY WENT OUT AND DID A SPEED STUDY. WE HAD DONE ONE BEFORE, WE DID ONE AFTER. THE SPEEDS DIDN'T CHANGE VERY MUCH. THEY ARE STILL ON AN AVERAGE, 38 TO 39 MILES PER HOUR, WHICH IS MUCH HIGHER THAN THE SPEED LIMIT. I THINK THAT'S WHERE HAVING A SPEED CONTROL PROGRAM, WORKING CLOSELY WITH A.P.D., RAISING THE AWARENESS AND TIGHTENING UP THE TOLERANCE AT WHICH THEY GIVE TICKETS, WOULD BE ONE WAY TO ADDRESS THIS. WE WOULD LOOK AT THIS PROGRAM, TRYING IT ON SHOAL CREEK AND IN THIS NEIGHBORHOOD AND THEN IF IT WAS EFFECTIVE WE WOULD CERTAINLY LOOK AT EXPANDING IT TO OTHER AREAS. MANY OF THE NEIGHBORHOODS THAT WE HAVE GONE OUT TO TALK TO, ONE OF THEIR KEY ISSUES IS SPEEDING. SO I THINK WE NEED TO LOOK AT THIS COMPREHENSIVELY AND ADDRESS IT THROUGHOUT THE CITY.

Leffingwell: ANOTHER QUESTION IS THERE ANY OTHER PLACE IN THIS CITY ANOTHER CITY WHERE CURB ISLANDS ARE CURRENTLY BEING USED?

THERE IS NO OTHER LOCATION IN THE CITY OF AUSTIN WHERE THEY ARE BEING USED. I WAS TOLD BY CHARLES GANDY WITH LIVABLE COMMUNITIES THAT THEY ARE USED IN ANOTHER CITY THAT HE'S AWARE OF, I THINK IT'S -- I

DON'T REMEMBER, I THINK IT WAS OAKLAND. I'M NOT SURE, BUT I COULD CHECK ON THAT FOR YOU. THAT'S THE ONLY OTHER CITY THAT I'M AWARE OF.

IT'S EVIDENT THAT IT'S NOT A VERY WIDE-SPREAD OR COMMON PRACTICE.

NO, SIR.

Leffingwell: OKAY. THANK YOU.

Mayor Wynn: COUNCILMEMBER, I WANT YOU TO THOUGHT THAT I DRIVE A LOT SLOWER ON ENFIELD NOW AFTER I GOT MY SPEEDING TICKET. ENFORCEMENT IS A FUNDAMENTAL PART OF THIS [LAUGHTER]

Leffingwell: COULD I ADD REAL QUICKLY THAT I DID SEE A RADAR CONTROLLED SIGN WHERE IT READS OUT YOUR SPEED, I THINK THAT'S VERY HELPFUL, THANKS TO WHOEVER DID THAT.

Mayor Wynn: COUNCILMEMBER KIM?

I WANT TO THANK THE TRANSPORTATION SUBCOMMITTEE AND ALSO I WANT TO THANK THE STAFF FOR WORKING ON WHAT WAS AN EXPERIMENT, A PILOT PROGRAM. ANY TIME TAKE WE TRY TO DO SOMETHING -- THAT WE TRY TO DO SOMETHING NEW, THERE'S ALWAYS A RISK THAT IT MAY NOT WORK OUT, BUT I THINK THAT STILL IS SOMETHING THAT WE SHOULD BE DOING, WE SHOULD BE THINKING OUTSIDE THE BOX, LOOKING FOR NEW SOLUTIONS. SO SOMETIMES IT WORKS, SOMETIMES IT DOESN'T. BUT STILL, YOU KNOW, IT'S GOOD THAT WE ARE OPEN TO NEW IDEAS. I THINK IN THE LONG RUN. I ALSO AM LOOKING FORWARD TO THE -- THE PROPOSAL FOR SLOWING DOWN TRAFFIC. THAT WOULD ALSO ACCOMMODATE THE PEDESTRIANS AS WELL AS THE -- THE NEIGHBORS THAT WALK IN THAT AREA. SO I LOOK FORWARD TO -- TO LOOKING AT THE SIDEWALK PROPOSAL AS THAT COMES TO THE COUNCIL. ALSO FOR THE BICYCLISTS BECAUSE WE ARE INVESTING IN THE LANCE ARMSTRONG BIKEWAY AS STAFF POINTED OUT. GAS PRICES JUST GROWING AS TRON NO,RONOMIALLY, IF IT'S JUST TO GO DOWN TO THE COFFEE SHOP OR VISIT A FRIEND JUST

DOWN THE STREET, THIS GIVES THEM ANOTHER OPTION VERSUS DRIVING AND THAT'S WHAT WE DO WANT TO ENCOURAGE IN AUSTIN. SO THANK YOU TO EVERYONE FOR WORKING ON THIS. I REALLY APPRECIATE YOUR EFFORTS.

Mayor Wynn: COUNCILMEMBER DUNKERLY?

Dunkerly: IN RELATION TO THE SPEED LIMITS THAT ARE IN PLACE AND THE -- THE LEVEL AT WHICH TICKETS ARE ISSUED, IS THERE -- I KNOW THAT GENERALLY AS A PRACTICE THE -- ACROSS THE STATE POLICE DON'T GIVE TICKETS IF YOU ARE GOING ONE OR TWO MILES OVER A SPEED LIMIT. I THINK THE MACHINES MAY NOT BE CALIBRATED THAT ACCURATELY. BUT IS THERE ANY ACTION THAT THE COUNCIL NEEDS TO TAKE ON -- TO ENCOURAGE THE DEPARTMENT TO -- TO SHORTEN THAT TOLERANCE ON THE -- ON THESE NARROW -- FAIRLY NARROW, WINDING STREETS THAT CARRY A LOT OF TRAFFIC OR IS THIS SOMETHING THAT THEY JUST CAN DO ADMINISTRATIVELY.

WE CAN DO THAT ADMINISTRATIVELY. I THINK THE CURRENT TOLERANCE IS QUITE LARGE AND WE HAVE TALKED ABOUT REDUCING THAT BY 50% ON RESIDENTIAL STREETS AND WE CAN CERTAINLY INCLUDE THIS ON SHOAL CREEK BOULEVARD AND THEY ARE AMENABLE TO DOING THAT. WE ARE KIND OF LOOKING AT IT AS TRYING IT OUT IN ONE AREA, SEEING WHAT THE IMPACT IS. AGAIN, IN CONJUNCTION WITH SIGNIFICANT EDUCATION CAMPAIGN. SO THE TWO OF THOSE TOGETHER YOU KNOW REALLY LOOKING AT ADDRESSING CHANGING DRIVING BEHAVIOR AND NOT ENABLING SPEEDING, THOSE ARE THE APPROACH THAT'S WE ARE LOOKING AT. THIS, ALSO, YOU KNOW, IF IT'S EFFECTIVE, OF COURSE, IF IT -- IT COULD SAVE US MONEY ULTIMATELY BY NOT HAVING TO GO OUT AND PUT IN THESE VERY EXPENSIVE TRAFFIC CALMING DEVICES.

Dunkerly: I WOULD REALLY APPRECIATE THAT. ONE OF THE THEMES IN EVERY E-MAIL THAT I HAVE RECEIVED HAS BEEN SPEED. SO I THINK IF WE CAN EFFECTIVELY ADDRESS THAT HERE, IT WILL HELP IN OTHER NEIGHBORHOODS AS WELL.

COUNCIL, WE DO HAVE A HANDFUL OF FOLKS WHO SIGNED

UP TO SPEAK. COUNCILMEMBER MCCRACKEN?

McCracken: MS. CRAYTON, CAN YOU TELL US -- MY UNDERSTANDING IS THAT THE DESIGN SPEED FOR A ROAD IS -- THAT THE STREET WIDTHS AND DESIGN SPEEDS ARE RELATED; SHATTER?

THE DESIGN SPEED IS REALLY DETERMINED ON THE GEOMETRIC CONFIGURATION OF THE ROAD. IF THERE ARE CURBS IN THE -- CURVES IN THE ROAD, THE DESIGN SPEED IS SUCH THAT IT ALLOWS YOU TO NEGOTIATE THOSE CURVES SAFELY. I DO HAVE DAVE GERARD HERE WITH THE TRANSPORTATION DIVISION, I WILL ASK HIM TO COME UP AND ANSWER ANY QUESTIONS THAT YOU MIGHT HAVE ABOUT IT. HE CAN GO INTO A LOT MORE DETAIL THAN I.

McCracken: OBVIOUSLY WHAT ONE OF THE TWO MAJOR FACTORS DRIVING WHAT WE HAVE IN SHOAL CREEK WHICH IS A MICROCOSM OF WHAT IS HAPPENING ALL OVER THE HISTORY, OUTSIDE OF OUR HISTORIC NEIGHBORHOOD IS THE SPEED OF TRAFFIC. DAVE, COULD YOU EXPLAIN FOR US, FIRST, IS THE WIDTH OF A ROAD A FACTOR IN THE RATED DESIGN SPEED OF THAT ROAD?

FOR THE REALLY, IT'S MORE CURVES AND HILLS THAT DETERMINE SPEEDS THAT YOU ARE GOING TO DRIVE ON. IF YOU THINK OF ONE 10-FOOT LANE STRAIGHT AS AN ARROW, YOU CAN DRIVE VIRTUALLY AS FAST AS YOUR CAR CAN GO. WHEN YOU HAVE HILLS AND CURVES, THAT'S WHAT DICTATES THE SPEEDS ON THE ROAD.

McCracken: WE HAVE BEEN TOLD, FOR INSTANCE THAT THE WIDTHS OF A LANE IS RELATED TO A DESIGN SPEED FOR THAT LANE. IS THAT CORRECT?

THAT'S NOT REALLY CORRECT. NO. THE DESIGN SPEEDS -- THE SPEED THAT YOU DRIVE IS NOT AFFECTED BY THE LANE WIDTH. WE HAVE HAD SEVERAL EXAMPLES HERE IN AUSTIN WHERE WE NARROWED THE LANE, JESTER, BARTON HILLS DRIVE, GONE IN RESTRIPE NARROW LANES, FOUND THAT WE DIDN'T CHANGE THE SPEEDS AT ALL.

McCracken: THIS IS VERY DIFFERENT INFORMATION THAN I

HAVE EVER HEARD BEFORE. WE HAVE ALL ALWAYS HEARD THAT THE WIDTH OF A ROAD IS RELATED TO THE RATED SPEED FOR THAT ROAD. FOR INSTANCE THAT WE WERE TOLD THAT 13 -- 13-FOOT WIDE LANES ON INTERSTATE 35 HAD A RATED DESIGN SPEED OF OVER 100 MILES PER HOUR. YOU ARE SAYING THAT THE WIDTH OF A ROAD AND A WIDTH OF A LANE ARE NOT AT ALL RELATED TO THE RATED DESIGN --

IF YOU ARE GOING TO DESIGN A HIGH SPEED FACILITY LIKE AN INTERSTATE, YEAH, THERE'S GOING TO BE SOME PLAY IN THERE IN TERMS OF THE LANE WIDTHS THAT YOU WANT TO PUT OUT THERE BECAUSE OF THE TYPES OF VEHICLES, LARGE SEMI'S, THINGS OF THAT NATURE. IF YOU ARE TALKING ABOUT IN AN URBAN SETTING. IT'S NOT SO MUCH WIDTH. YOU MIGHT BE THINKING ARTERIALS ARE WIDER SO WE HAVE HIGHER SPEED LIMITS ON THEM. LOCAL STREETS ARE NARROWER, TYPICALLY LOWER SPEED LIMITS ON THEM. AGAIN THE PRIMARY DRIVING FACTOR IN DESIGN SPEED IS CURVES AND HILLS ON THE ROAD.

McCracken: THIS IS NOT IN SYNC WITH THE LITERATURE THAT YOU READ IN URBAN PLANNING STUFF AT LEAST THAT THE WIDTH OF A ROAD IS UNRELATED TO THE EXPECTED SPEED ON THAT ROAD. ARE YOU SAYING THAT -- IS IT THE OPINION OF THE PUBLIC WORKS DEPARTMENT THAT THE WIDTH OF THE ROAD IS UNRELATED TO THE EXPECTED SPEED ON THAT ROAD?

FOR THE MOST PART, THAT'S CORRECT.

McCracken: I THINK WE ARE GOING TO NEED TO GET PERHAPS A LITTLE MORE OF A -- I'LL PUT IT THIS WAY, THE CITY OF AUSTIN SEEMS TO HAVE A DIFFERENT POSITION THAN THE CONVENTIONAL VIEWPOINT ACROSS THE NATION. I THINK WE NEED TO GET THAT SORTED OUT. BECAUSE I TELL YOU EVERYWHERE WE GO IN -- IN SUBURBAN AREAS PARTICULARLY, EVERYWHERE PRETTY MUCH NORTH OF 45th STREET OR SOUTH OF -- YOU KNOW, OLTORF, YOU -- ONE OF THE MAJOR ISSUES IS -- IS THE SPEED OF TRAFFIC. YOU DON'T HEAR IT AS MUCH IN OUR URBAN CORE NEIGHBORHOODS WHERE THE ROADS ARE NARROWER. SO I

--

IF YOU ARE TALKING ABOUT, FOR EXAMPLE, A FOUR LANE ROAD THAT'S MARKED FOUR LANE WAS NO PARKING, FAIRLY STRAIGHT, YOU ARE GOING TO SEE HIGHER SPEEDS ON IT. LET'S SAY YOU ARE TALKING ABOUT THE SAME TYPE OF ROAD WITH PARKING ON BOTH SIDES A LITTLE BIT NARROWER, A LITTLE HARDER TO GET AROUND IN TWO WAY TRAFFIC IN SOME OF THE OLDER NEIGHBORHOODS, CERTAINLY IN THAT CASE THE WIDTH OF THAT ROADWAY IS GOING TO HAVE AN EFFECT ON SPEED. THAT TYPE OF SITUATION.

I THINK THE DIFFERENCE IS JUST SORT OF A TECHNICAL DEFINITION OF WHAT THE DESIGN SPEED IS AND THE TECHNICAL DEFINITION IS THE SPEED AT WHICH THE CAR CAN SAFELY DRIVE. THROUGH THE VARIOUS VERTICAL AND HORIZONTAL CURVES. SO -- YOU KNOW, AGAIN WE'VE -- IN OUR EXPERIENCE IN JUST NARROWING THE LANE WIDTH ITSELF HAS NOT RESULTED IN REDUCED SPEEDS. BUT I ALSO HAVE GONE ON THE INTERNET AND DONE SOME, YOU KNOW, JUST SURFING OF THAT ISSUE AND I HAVE SEEN VARIOUS STUDIES, SOME OF THE STUDIES SAY NARROWING THE LANE WIDTH MAY RESULT IN SLOWER SPEEDS AND THEN OTHER STUDIES SAY IT HAS NOT -- HAS NO IMPACT. I THINK THERE'S A LOT OF DIFFERENT INFORMATION OUT THERE IN THE FORM OF STUDIES. THEN, YOU KNOW, OF COURSE OUR OWN EXPERIENCE IS THAT IT REALLY HASN'T HAD AN IMPACT. IT DID NOT HAVE AN IMPACT ON SHOAL CREEK.

McCracken: I THINK --

THIS IS NARROWER BY THE WAY THAN WHAT IT WAS BEFORE AND ACTUALLY STANDARD LANE WIDTH FOR THE CITY IS TYPICALLY 12 FEET. SO THIS IS EVEN NARROWER THAN OUR STANDARD LANE WIDTHS THAT WE PROVIDE.

McCracken: WHAT I READ FROM THE LITERATURE IS THAT THE -- THE PHYSICAL WIDTH OF THE ROAD IS THE KEY DETERRENT, NOT THE WIDTH OF THE LANES PER SE, THAT THE -- THAT THE WIDTH OF THE ROAD LIKE FOR INSTANCE WHAT YOU HAVE HERE AT SHOAL CREEK BOULEVARD IS A

40-FOOT WIDE ROAD, WHICH IS ACTUALLY 100% WIDER THAN MANY OF THE ROADS THAN HYDE PARK AND PEMBERTON HEIGHTS, FOR INSTANCE. WE HAVE A NUMBER OF OUR OUR MAJOR URBAN CORE STREETS, 20 FEET WIDE. SIDEWALKS AND STREET PARKING. THIS IS A ROAD THAT IS -- 100% RESIDENTIAL ROAD THAT IS 40 FEET WIDE WITH NO SIDEWALKS ON IT. AND -- IN THE -- ON THE GROUND EXPERIENCE WE'RE SEEING OF WHAT THE RESULTS OF THAT IS, IS COMPLETELY IN SYNC WITH WHAT THE NATIONAL LITERATURE TELLS US. THE RESULT WHICH WILL BE BIG WIDE ROADS IN RESIDENTIAL AREAS PRODUCED HIGH SPEED DANGEROUS SITUATIONS. THAT IF YOU NARROW THE PHYSICAL DIMENSIONS OF THE ROAD, IN SOME CAPACITY, THEN IT -- THAT THAT IS THE [INDISCERNIBLE] I DEFINITELY THINK THAT WE NEED TO GET A BEAD ON WHETHER WE ARE OUT OF SYNC WITH THE NATIONAL KNOWLEDGE BASED ON THIS UNDERSTANDING.

Mayor Wynn: MR. CANALES.

MAYOR, IT'S OBVIOUS, WE ALL AGREE SPEED IS A MAJOR CONCERN FOR THIS COUNCIL OR AT LEAST THE DEPARTMENT OF PUBLIC WORKS AND OBVIOUSLY FOR THE COMMUNITY AS A WHOLE. AS MS. CRAYTON POINTED OUT EARLIER, THESE ARE ISSUES THAT WE OUGHT TO BE LOOKING AT ON A COMPREHENSIVE BASIS, SHOAL CREEK CERTAINLY PROVIDES US AN OPPORTUNITY TO START PILOTING OR AT LEAST DEVISING STRATEGIES THAT ADDRESS SPEED AS A CONCERN. OBVIOUSLY THE DESIGN OF THE STREETS AND WIDTH AND SO FORTH ARE THINGS THAT NEED TO BE CONSIDERED. THERE IS A LOT OF INFORMATION OUT THERE, WHAT I WOULD LIKE TO DO TO RESPOND TO COUNCILMEMBER MCCRACKEN'S POINT ABOUT THAT, WE OUGHT TO LOOK AT ALL OF THE VARIOUS FACTORS THAT GO INTO THAT AND REPORT THAT BACK TO THE COUNCIL SO THAT YOU HAVE THE BENEFIT OF ALL OF THAT INFORMATION AS YOU CAN CONTINUE TO LOOK AT THESE STRATEGIES TO ADDRESS THE SPEED CONCERN THROUGHOUT OUR COMMUNITY. SO I'LL COMMIT TO YOU FROM THE PUBLIC WORKS DEPARTMENT, AS WELL AS WORKING IN CONJUNCTION WITH A.P.D., THAT WE WILL IDENTIFY ALL OF THOSE FACTORS AND SUBMIT TO YOU POSSIBLE STRATEGIES AND CONSIDERATIONS AS YOU MOVE

FORWARD WITH THESE INITIATIVES.

McCracken: THANK YOU, BECAUSE I -- THREE MORE QUESTIONS THAT ARE STANDARDS ARE -- IN ADDITION TO OUR STREET WIDTH STANDARDS. THE NEXT QUESTION RELATED TO STREET WIDTH STANDARDS WHAT IS OUR REQUIRED STREET WIDTHS IN RESIDENTIAL AREAS RIGHT NOW? I DON'T KNOW, WE CAN GET THAT TO YOU. WHAT THE CRITERIA IS CALLING FOR ON LOCAL STREETS.

BECAUSE WE HAVE AN EXCELLENT REPORT PREPARED FOR US BY -- BY I BELIEVE THAT IT WAS AT THE TIME THE TPSD OR TRANSPORTATION PLANNING SUSTAINABILITY AND -- AND ABOUT -- ABOUT THE STREET WIDTHS IN AUSTIN. WHAT IT SHOWED WAS THAT OUR URBAN CORE NEIGHBORHOOD ROADS WERE QUITE A BIT NARROWER THAN OUR SUBURBAN ROADS. APPARENTLY -- APPARENTLY BECAUSE OF OUR STANDARDS BUT -- BUT WE ARE HARDLY UNIQUE IN THAT. THIS IS A NATIONAL ISSUE. THAT'S COME TO THE FOREFRONT. IT WOULD BE HELPFUL TO NOTE FOR US WHAT OUR STREET WIDTH STANDARDS ARE AT OUR SUBURBAN AND OUTSIDE OF THE URBAN CORE NEIGHBORHOOD STREETS. WHAT ARE OUR -- OUR STANDARDS ON THE -- ON THE SIZE OF VEHICLES IN PARTICULAR -- IN PARTICULAR MY UNDERSTANDING THAT -- THAT OUR SUBURBAN AREAS WE BUY LARGER VEHICLES FOR -- FOR TRASH AND FOR FIRE SERVICE. WE HAVE INFORMATION ABOUT THAT OR IS THAT -- THAT MAY BE SOMETHING THAT THERE'S NO ONE WHO KNOWS ...

I DON'T THINK WE HAVE THE WIDTHS OF ALL OF THE VARIOUS VEHICLES, BUT THE STANDARDS CERTAINLY ADDRESS THOSE WIDTHS. I THINK PART OF THE ISSUE IT'S JUST MAKING SURE THAT -- THAT, YOU KNOW, YOU HAVE -- YOU HAVE PROJECTIONS OF MIRRORS AND THINGS LIKE THAT ON LARGER VEHICLES AND SO, YOU KNOW, WE TYPICALLY LOOK AT HAVING A 12-FOOT WIDTH AS A STANDARD DRIVE LANE TO ACCOUNT FOR THE VARIOUS TYPES OF VEHICLES AND TO ACCOUNT FOR THE WIDTH OF THE PROJECTING MIRRORS AND THAT SORT OF A THING. WE HAVE DOWN 11 FEET IN MANY CASES AND IT JUST DEPENDS ON WHAT IS ON THE ROUTE FOR EXAMPLE IF THERE ARE BUSES, WE TYPICALLY WANT TO HAVE A 12-FOOT LANE

WIDTH BECAUSE WE ARE LARGER AND THEY DO HAVE PROJECTING MIRRORS THAT CAN CREATE PROBLEMS FOR THE ADJACENT LANE. SO WE FEEL LIKE IT'S GOOD TO HAVE A LITTLE BIT OF A BUFFER AND NOT JUST HAVE -- HAVE THE VEHICLE COMPLETELY CONSTRAINED, YOU KNOW, TO JUST STAYING -- WE WANT THEM TO STAY WITHIN THE STRIPES, BUT WE DON'T WANT THEM ME MEANDERING OVER THE STRIPES. WE CAN GET THAT INFORMATION HOW THE LANE WIDTHS CORRELATE TO THE TYPES OF VEHICLES THAT WOULD BE USED.

I JUST KNOW THAT OBVIOUSLY THERE ARE VERY IMPORTANT, LEGITIMATE CONCERNS THAT WE HAVE TO ADDRESS ABOUT -- ABOUT, YOU KNOW, WHETHER WE HAVE A -- OUR STREETS IN RESIDENTIAL NEIGHBORHOODS IS ADEQUATE TO PROTECT THE PUBLIC. BUT A BIG PART OF PROTECTING THE PUBLIC IS MAKING SURE THAT ON A DAY-TO-DAY BASIS THAT THEY ARE NOT HAVING 50 MILES AN HOUR TRAFFIC GOING DOWN THE STREET WITH NO SIDEWALKS WHEN THESE ARE PREDOMINANTLY FAMILY NEIGHBORHOODS LIKE MY OWN STREET WITH NO SIDEWALKS AND VERY HIGH SPEED TRAFFIC. MY UNDERSTANDING ONE OF THE FACTORS ON A NATIONAL BASIS, INCLUDING AUSTIN, WHY OUR ROADS ARE IN THE SUBURBS ARE WIDER IS BECAUSE THEY ARE REQUIRED TO BE WIDER TO ACCOMMODATE WIDER CITY VEHICLE, PARTICULARLY BUS, FIRE TRUCKS AND SOLID WASTE VEHICLES. SO IT WOULD BE HELPFUL TO KNOW IF THAT'S THE CASE BECAUSE SOMEHOW THE CITY IS ABLE TO PERFORM -- DELIVER ALL OF OUR SERVICES IN OUR URBAN CORE NEIGHBORHOODS IN PLACES LIKE HYDE PARK AND PEMBERTON HEIGHTS WITH MUCH NARROWER ROADS THAN WE PROVIDE IN THE SUBURBS. WE SEEM TO HAVE A VERY CLEAR RELATIONSHIP OF COMPLAINTS ABOUT DANGEROUS HIGH SPEED CONDITIONS IN THESE SUBURBAN NEIGHBORHOODS. WITH THESE BIG, WIDE ROADS. SO WE ARE ABLE TO MEET OUR DUTIES IN THE URBAN CORE, WE DON'T HAVE THE SPEED PROBLEMS, WE APPEAR TO HAVE STANDARDS LIKE EVERY OTHER CITY IN THE NATION DOES, JUST ABOUT, THAT IS PRODUCING HIGH SPEED DANGEROUS SITUATIONS. FINALLY, ONE OF THE THINGS THAT I LEARNED ABOUT FROM A NEIGHBORHOOD MEETING WAS THAT IN

TERMS OF ONE OF THE DESIGN OPTIONS, POTENTIALLY FOR -- FOR STREETS TO GIVE PEDESTRIAN BICYCLE, BIG WHEEL, JOGGER SAFE ZONE IS LIKE A CURB KIND OF OUT IN THE DAVIS, CALIFORNIA APPARENTLY DOES THIS ALL OVER THEIR CITY. DO WE HAVE INFORMATION ABOUT WHAT DAVIS DOES?

DAVIS IS ACTUALLY VIEWED AS ONE OF THE TOP BICYCLING COMMUNITIES USING BEST STANDARDS AND I BELIEVE THEIR BIKE LANES THEY DO CALL FOR CAR-FREE BIKE LANES AND I THINK THEIR STANDARD IS SEVEN FEET FOR THEIR BIKE LANES AND EVEN MUCH WIDER FOR A PARKING LANE. I -- I DON'T HAVE THAT DATA WITH ME. BUT I AM FAMILIAR WITH THAT CITY AND THAT THEY DO HAVE THEIR BEST PRACTICES ARE -- ARE WIDER BIKE LANES THAN THE MINIMUM STANDARD THAT WE SHOW HERE AND WIDER PARKING LANES AS WELL. BUT THEY ARE PROMOTING CAR-FREE BIKE LANES. IT'S THE TOP CYCLING COMMUNITY IN THE UNITED STATES AS I UNDERSTAND IT.

IN FACT I KNOW COUNCILMEMBER DUNKERLY AND I BOTH WENT UP TO THE MILL-WOOD NEIGHBORHOOD, THEY HAVE HIGH SPEED TRAFFIC BECAUSE OF THESE HIGH SPEED SUBURBAN ROADS C, ONE OF THE -- ONE OF THE FOLKS THERE TOLD ME WHAT THEY DO IN DAVIS IS THEY SEGREGATE WITH THE RAISED CURB OF LANE FOR BICYCLISTS, RUNNERS, BIG WHEELERS, WALKERS, DOGS, BUT THEN YOU PARK ON THE OUTSIDE OF THAT LANE SO IF YOU TOOK SHOAL CREEK, A 40-FOOT WIDE ROAD, YOU COULD NARROW IT TO SAY 25, 28 FEET AND CREATE A 12-FOOT DEAD DEDICATED LANE FOR RUNNERS, BICYCLISTS, BIG WHEELERS, AROUND AND PRESERVE PARKING ON BOTH SIDES OF THE STREET. PARKING ON ONE SIDE OF THE STREET WOULD BE ON THE SIDE OF THE CURB OUT. THIS IS THE DAVIS CALIFORNIA MODEL WHICH APPARENTLY IS A WIDELY ADMIRER MODEL. THEN YOU COULD HAVE THE BEST OF EVERYTHING. SLOWER TRAFFIC, YOU COULD HAVE PARKING ON BOTH SIDES OF THE STREET, A DEDICATED LANE FOR BICYCLISTS, RUNNERS, LITTLE KIDS ON BIG WHEELS, JOGGERS, EVERYBODY. SO I KNOW THAT WE ARE GOING TO NEED TO SPEND AT LEAST A MONTH OR TWO GETTING PUBLIC INPUT FROM THE RESIDENTS IN ALLENDALE AND ROSEDALE TO MAKE SURE THAT WHAT WE ARE COMING

UP WITH IS WHAT THEY WANT. I WOULD LIKE TO LEARN MORE ABOUT THOSE DYNAMICS BECAUSE IF THERE'S A WAY WE CAN ACHIEVE ALL OF THE INTERESTS, THEN I WILL DO THAT.

Mayor Wynn: THANK YOU, COUNCILMEMBER. PERHAPS WE CAN START BY GETTING CITIZEN FEEDBACK. WE HAVE A HANDFUL OF FOLKS THAT SIGNED UP THAT WOULD LIKE TO ADDRESS US ON THIS ISSUE. I THINK THEY ARE STILL WITH US, FIRST SPEAKING IS PAUL NAGY. SORRY IF I MISPRONOUNCED THAT. THREE MINUTES FOLLOWED BY KERRY KIMBRO.

I'M PAUL NAGY, I THINK THAT I HAVE QUITE A FEW POINTS TO MAKE IN THREE MINUTES. THIS MAY BE MORE BULLET POINT THEN I'LL BE FWHAD TO TAKE QUESTIONS. FIRST I'M GOING TO SPEAK ON BEHALF OF THE ALLENDALE NEIGHBORHOOD ASSOCIATION. AT LAST NIGHT'S GENERAL MEETING OF OUR ASSOCIATION, APPROXIMATELY 50 RESIDENTS WERE PRESENT AND THE FOLLOWING RESOLUTION WAS PROPOSED BY A MEMBER AND ANONYMOUSLY APPROVED. BE IT RESOLVED THAT THE ALLENDALE NEIGHBORHOOD ASSOCIATION REQUESTS CITY COUNCIL TO POSTPONE THE VOTE ON THE SHOAL CREEK BOULEVARD PROJECT ITEM 38 AND RECEIVE CITIZEN INPUT ON THE RESTRIPIING OF SHOAL CREEK BOULEVARD. THAT'S THE END OF THE RESOLUTION. THE ALLENDALE NEIGHBORHOOD ASSOCIATION IS NOT ENDORSING ANY PARTICULAR PLAN BUT IS REQUESTED THAT -- REQUESTING THAT THE ALLENDALE NEIGHBORHOOD BE INCLUDED IN ANY PLANNING PROCESS, PARTICULARLY IN THE CURB ISLANDS ARE TO BE REMOVED. NOW, PUT BACK ON MY PERSONAL HAT. MAKE SOME POINTS IF I MAY. I WILL RESPECTFULLY DISAGREE WITH MS. CRAYTON ABOUT TWO POINTS SHE MADE IN HER PRESENTATION. FIRST SHE MADE A COMMENTS THAT THE PLAN IN '02 WAS NOT A CONSENSUS PLAN AND THE FINAL PLAN AS WE SEE IT FROM ALL OF THE WORK THAT WAS DONE OVER THE YEARS WAS A CONSENSUS PLAN. THE SECOND POINT IS THAT THE MAY PUBLIC MEETING, THERE WAS VERY VOCAL OPPOSITION, FRANKLY RUDE AND REPUGNANT TO HEAR SOME OF THE COMMENTS THAT WERE MADE. WE HAD PEOPLE COME UP TO US AFTER THE MEETING THAT WERE TELLING US THAT THEY WERE SUPPORTING WHAT WAS GOING ON, BUT THEY

DIDN'T WANT TO BE SHOUTED DOWN. SO I THINK THERE'S A -
- THERE'S A FALSE SENSE OF WHAT THE -- WHAT WAS
REALLY HAPPENING AT THAT MEETING. MY NEXT POINT IS
THAT THE CURRENT PROPOSAL BY STAFF THAT WAS JUST
DISPLAYED UP HERE IS WHAT CAUSED THE UPROAR ON THIS
FIVE YEARS AGO IS ESSENTIALLY THE SAME THING THAT
THEY WANTED TO INSTALL FIVE YEARS AGO WITHOUT
TELLING US. WE WERE TOLD AT THE TIME THAT THERE WAS
A MEETING HELD WHERE THEY DECIDED THEY DID NOT
NEED TO RECEIVE ANY PUBLIC INPUT AND IT WAS JUST
GOING TO STRIPE THE STREET WITH THE -- ESSENTIALLY
THIS PLAN, THEN THE NEIGHBORHOODS GOT INVOLVED AS
WELL AS THE CYCLING COMMUNITY. IT TOOK FIVE YEARS TO
GET HERE, THE QUESTION IS WHY THE RUSH TO CHANGE
SOMETHING NOW WITHOUT ADDITIONAL PUBLIC INPUT? AT
THIS POINT, AFTER FIVE YEARS THE PROJECT IS NOT
COMPLETELY FINISHED. THERE WAS -- THERE WERE
ONGOING DISCUSSIONS ABOUT STENCILING IN SOME OF THE
LANES TO HELP IDENTIFY WHO IS TO USE WHAT LANE. THAT
WAS NEVER DONE. THE RAISED PAVEMENT MARKERS FROM
THE OLD STRIPING SCHEME THAT ARE ABOUT TWO FEET
APART IN SOME SECTIONS WERE NEVER REMOVED AND
REPLACED WITHIN THE NARROWER STRIPING CENTER
DOUBLE STRIPING. [BUZZER SOUNDING] MAY I HAVE 30
SECONDS?

Mayor Wynn: YOU MAY.

THE MONITORING THAT WAS PROMISEPROMISED TO GET
SOME GOOD MONITORING DATA TO PRESENT TO COUNCIL
WAS NEVER DONE. SIDEWALKS ARE GREAT, WE HAVE BEEN
PUSHING FOR THOSE FOR YEARS, WE DON'T ADDRESS SOME
OF THE FUNDAMENTAL SAFETY ISSUES OF HAVING ONE SIDE
OF THE STREET PARKING, THAT IS BEING PROPOSED FOR
THE NEIGHBORHOOD. THE BOTTOM LINE IS OUR REQUEST IS
-- MY PERSONAL REQUEST AND THIS DOVE TAILS WITH THE
NEIGHBORHOOD ASSOCIATION REQUEST IS TO POSTPONE
ACTION TODAY. BECAUSE IT IS BETTER TO PLAN FIRST THAN
IMPLEMENT AN ACTION. I'LL BE GLAD TO TAKE ANY
QUESTIONS.

THANK YOU, MR. NAGY. COUNCILMEMBER LEFFINGWELL?

Leffingwell: THE NEIGHBORHOOD RESOLUTION WAS TO APPROVE POSTPONING ANY ACTION OR WHAT IS THE CONSENSUS --

POSTPONE THE VOTE TODAY ON --

Leffingwell: LET ME FINISH ASKING MY QUESTION. I UNDERSTOOD THE CONSENSUS TO BE REMOVAL OF CURB ISLANDS AND PERHAPS EXPLORE ANOTHER SOLUTION TO THE STRIPING ON VARIOUS ALTERNATIVES. SO IS THE -- DOES THE NEIGHBORHOOD ASSOCIATION RESOLUTION SUPPORT KEEPING THE CURB ISLANDS AT THIS TIME? POSTPONING ANY ACTION ON THE YOU WERE ISLANDS WITHOUT REGARD TO THE REDESIGN?

IF I UNDERSTAND YOUR QUESTION, THE NEIGHBORHOOD IS RECOMMENDING POSTPONING TAKING ACTION UNTIL A PLAN IS IN PLACE AND THE PLANNING PROCESS SHOULD INCLUDE THE NEIGHBORHOODS. THE ASSOCIATION ITSELF IS NOT TAKING A POSITION ON ONE PARTICULAR PLAN VERSUS ANOTHER. THIS IS ACTUALLY THE FIRST RESOLUTION THAT OUR NEIGHBORHOOD ASSOCIATION HAS TAKEN ON -- ON THIS MATTER.

Mayor Wynn: THANK YOU, MR. NAGY. NEXT SPEAKER IS KERRY KIMBRO, SIGNED UP WISHING TO SPEAK, DAVID KELMAN. DAVID KELMAN? HOW ABOUT ADAM HAYNES? WELCOME, ADAM. THREE MINUTES FOLLOWED BY STANTON TRUXIO.

THANK YOU, MR. MAYOR, COUNCILMEMBERS. FIRST OF ALL, THANKS TO -- TO ECHO COUNCILMAN LEFFINGWELL'S COMMENTS ON THANKS TO WHOEVER GOT THE SPEED DEVICE OUT THERE, THE MOBILE ONE, I GUESS BY A.P.D. WE REALLY APPRECIATE THAT. THERE WERE PLENTY OF BLINKING LIGHTS. I LIVE AT 5702 SHOAL CREEK. I'M ON THE WEST SIDE OF SHOAL CREEK. SO THIS STAFF'S PROPOSAL DOES IMPACT ME. AS WELL AS ANY OTHER CURB ISLANDS, THINGS LIKE THAT. THANKS TO COUNCILMEMBER DUNKERLY AND COUNCILMEMBER MCCracken AND COUNCILMEMBER LEFFINGWELL FOR BREAKING THIS FROM PUBLIC WORKS TO HERE. I APPRECIATE THAT. I AM OPPOSED TO THE CURB ISLANDS. BUT THEY WERE -- I DON'T THINK THEY WERE A

CONSENSUS PLAN, BUT THEY WERE THE DEFAULT PLAN. THEY WERE THE ONES THAT HAD THE LEAST OPPOSITION. AND WE HAVE GOT 'EM NOW. COUNCILMEMBER TO ANSWER YOUR QUESTIONS, I WAS NOT PRESENT, I'M A MEMBER OF THE ASSOCIATION, I WAS NOT PRESENT AT LAST NIGHT'S MEETING. I WOULD URGE YOU TO HOLD OFF, THAT'S MY PERSONAL ANSWER. I WOULD -- I DO NOT THINK THE CITY STAFF SHOULD GO OUT THERE TOMORROW, NEXT WEEK, NEXT MONTH WITH JACK HAMMERS AND START TAKING THOSE CURB ISLANDS OUT. I ALSO URGE YOU TO GO WITH EXTREME CAUTION A ELIMINATING PARKING ON SHOAL CREEK. I WAS INVOLVED WITH THIS FIVE YEARS AGO WHEN WE STARTED. AND IF YOU THINK THE CALLS ABOUT THE CURB ISLANDS ARE NEGATIVE, I ENCOURAGE YOU ALL TO EACH LOOK INTO DIFFERENT PARTS OF THE BUDGET TO HIRE EXTRA STAFF TO HANDLE THE CALLS THAT WILL COME THE NEGATIVE CALLS THAT WILL COME IF YOU ELIMINATE PARKING ON ONE OR BOTH OR ANY SIDE OF SHOAL CREEK. I COURAGE CAUTION ON THAT ONE. IF -- I URGE CAUTION ON THAT ONE. IF THAT'S IT IS WAY YOU ALL GO, GET READY FOR THE CALLS. I WOULD ECHO SOME OF MR. NAGY'S COMMENTS THAT WE ARE EXACTLY WHERE CITY STAFF WANTED TO BE FIVE YEARS AGO. I DON'T THINK THAT IT IS -- I THINK THAT -- I THINK THAT THERE IS A PLAN THERE AND THAT'S WHERE WE ARE. IT'S THE PROPOSAL THAT THE NEIGHBORS RESOUNDINGLY OPPOSED AND RESOUNDINGLY WERE OPPOSED TO. WE GOT TO FINALLY THE ITERATION OF THE CURB ISLANDS. I AM NOT SITTING HERE AS COUNCILMEMBER MCCracken'S SHILL OR ANYTHING, BUT I WILL TELL YOU IN PART OF MY NOTES AS I WAS JOTTING DOWN, MR. MCCracken STARTED ASKING SOME QUESTIONS THAT I THINK WOULD BE GREAT IN TERMS OF REGIONAL BLANK. RATHER IF YOU GO WITH SIDEWALKS, I WILL TELL YOU, I AM FOR SIDEWALKS ON SHOAL CREEK. BUT I AM A MINORITY OF THE NEIGHBORHOOD. I -- I GET THAT SENSE. I DON'T THINK SIDEWALKS WILL BE RESOUNDINGLY RECEIVED EITHER. I AM FOR THEM, I THINK THEY WOULD BE A GREAT BONUS. AS YOU GO FORWARD IN THE PLAN, RATHER THAN BUILDING INTO PEOPLE'S YARDS, HOW ABOUT BUILDING OUT INTO THE STREET. [BUZZER SOUNDING] YOU -- REDUCE THE WIDTH, YOU TAKE CARE OF NEIGHBOR'S CONCERNS AND GET THIS, WE COULD INCORPORATE THE CURB ISLANDS THAT ARE

ALREADY THERE THAT WE HAVE ALREADY SPENT \$600,000 ON. I THINK YOU KNOW THINKING OUTSIDE OF THE BOX, IF THOSE TERMS, IT WOULD BE A WIN-WIN FOR EVERYBODY AND EVERYBODY COMES OUT OF THIS, YOU GET DEDICATED BIKE LANES, WALKING LANES, BIG WHEEL LANES AND YOU GET A SMALL STREET TO SLOW DOWN TRAFFIC. BECAUSE I THINK THAT'S THE KEY IS SLOWING DOWN THE TRAFFIC AND I HAVE GOT A PROPOSAL, NOBODY LIKED IT., BUT I WILL WRITE MY FIRST \$100 CHECK IF ANYBODY WILL CHAMPION MY CAUSE. WITH THAT I WILL ANSWER QUESTIONS AND IF THERE ARE ANY. IF NOT, I APPRECIATE Y'ALL'S SERVICE AND TIME.

Mayor Wynn: QUESTIONS, COMMENTS? THANK YOU, SIR. OUR LAST SPEAKER IS STANTON TRUXIO. SORRY IF I'M MISPRONOUNCING THAT. STANTON? WELCOME, THREE MINUTES.

GOOD MORNING MAYOR WIN AND MEMBERS OF COUNCIL. TRUCILLO, IT'S BEEN IN SOUTH LOUISIANA TOO LONG. I'M PAST PRESIDENT OF THE AUSTIN CYCLING ASSOCIATION. CURRENTLY 1400 MEMBERS, STILL GROWING AND AS YOU KNOW SHOAL CREEK IS A MAJOR MIKE ISSUE WITH THE CYCLING COMMUNITY. THE ACA BOARD MET LAST NIGHT TO DISCUSS THE CURRENT PROPOSAL AND WE HAVE BASICALLY A TWO-PART COMMENT ON THAT. OUR FIRST RECOMMENDATION IS DON'T CHANGE ANYTHING. THE EXISTING PLAN, EXISTING SYSTEM IN PLACE WAS PUT IN PLACE WHETHER YOU CALL THE PROCESS CONSENSUS OR SIMPLY THE LEAST NUMBER OF DISSATISFIED PEOPLE, THE POINT IS IT WAS PUT THERE BY A -- BY PRETTY WELL EXECUTED PROCESS. AND -- AND TO REMOVE IT AT THE COST OF ABOUT A QUARTER MILLION DOLLARS WHEN THERE ARE LOTS AND LOTS OF OTHER BIKE ROUTES AROUND THE CITY THAT COULD STAND TO BE IMPROVED. MESA RIGHT NOW, FOR EXAMPLE IN THE SPICEWOOD AND -- SPICEWOOD AREA IS ALL CHOPPED UP BY SOME SORT OF CONSTRUCTION, BEEN THAT WAY FOR ABOUT A YEAR. THE BIKE LANE ON WESTBOUND LAKE AUSTIN BOULEVARD WAS DAMAGED BY A CREW DUMPING SOME UNCONSEQUENCE STATED CHIP SEAL THREE YEARS AGO, LEFT THERE, THE CITY CREW CAME ALONG AND PAINTED THE BIKE LANE STRIPES ON TOP OF THAT, BASICALLY ON TOP OF GRAVEL.

INTERESTING. STAYED THERE UNTIL THE NEXT BIG RAIN. THAT HAS NEVER BEEN REPAIRED BY THE WAY, STILL THAT WAY AFTER THREE YEARS. SO OUR FIRST RECOMMENDATION IS DON'T DO ANYTHING PRECIPITOUS WITH SHOAL CREEK, LEAVE IT ALONE. IF YOU REALLY ARE DETERMINED TO CHANGE SOMETHING. WE WOULD LIKE TO RECOMMEND TWEAK CHANGES TO THE PROPOSAL FROM COUNCIL STAFF. ONE WOULD BE TO TAKE THE TWO BICYCLE LANES AND INCREASE THEM BOTH BY ONE FOOT. ON THE PARKING LANES SIDE, THAT GETS CYCLISTS AWAY FROM THE DOOR ZONE OF THE PARKING SIDE. GIVES THEM ANOTHER FOOT TO GET OUT OF THE CURB ON THE OTHER SIDE. GETS YOU BACK THE 10-FOOT LANES THAT COUNCILMEMBER MCCRACKEN WAS INTERESTED IN KEEPING. WAS THERE A -- A QUESTION OF TERMINOLOGY, YOU KEPT ASKING ABOUT DESIGN SPEED, MAYBE WE SHOULD BE ASKING ABOUT THE SPEED THAT [INDISCERNIBLE] ACTUALLY USE. I THINK YOU DON'T CHANGE DESIGN SPEED BUT YOU PUT NARROW LANES IN AND PEOPLE DRIVE SLOWER BECAUSE THEY ARE PERCEIVED THREAT LEVEL IS A LITTLE BIT HIGHER. OKAY. SO THAT MAY JUST BE A MATTER OF TERMINOLOGY. ANYWAY, THAT IS THE POSITION OF THE AUSTIN CYCLING ASSOCIATION. WE RECOMMEND STRONGLY THAT YOU NOT CHANGE ANYTHING. WE CAN FIND LOTS OF OTHER USES FOR A QUARTER MILLION DOLLARS OF CITY FUNDS. BUT IF YOU REALLY WANT TO CHANGE SOMETHING, THEN TAKE THE EXISTING PLAN AND LEECH THE CURB ISLANDS IN ON THE PARKING LANE SIDE. THEY ARE NOT DOING ANY DAMAGE. THEY ARE NOT DANGEROUS. THEY PREVENT ANYBODY FROM USING THAT PARKING LANE AS A DRIVING LANE, YOU WILL SAVE APPROXIMATELY A THIRD OF THE COST OF THE PROJECT BY LEAVING THOSE IN PLACE, AND THEN REMOVE THEM ON THE OTHER SIDE IF YOU HAVE TO DO SOMETHING. BUT OUR FIRST RECOMMENDATION IS DON'T DO ANYTHING. [ONE MOMENT PLEASE FOR CHANGE IN CAPTIONERS]

Kim: AND ALSO YOUR RESPONSE TO THE SUGGESTION THAT WE KEEP THE CURB ISLANDS ON THE SIDE THAT WOULD HAVE PARKING.

WELL, CONSIDERING -- I GUESS I HAVE TO GO BACK TO THE 325 PEOPLE WHO -- AND I CAN SAY THAT MOST OF THOSE

PEOPLE DID SPOKE AND THEY SPOKE RATHER HEATEDLY AGAINST THE CURB ISLANDS. SO THERE ARE ALSO SAFETY CONCERNS THAT PEOPLE HAVE RAISED ABOUT THE CURB ISLANDS AND THAT'S WHAT LED TO THE VOTES TO REMOVE THE CURB ISLANDS. SO IN TERMS OF KEEPING THE CURB ISLANDS ON ONE SIDE OR THE OTHER, THEY STILL RAISE SAFETY ISSUES, AND WE ARE NOT IN AGREEMENT WITH HAVING THOSE CURB ISLANDS OUT THERE. IN REGARDS TO THE SUGGESTION TO REDUCE THE -- TO WIDEN THE BIKE LANES, WE CAN CERTAINLY LOOK INTO THAT. AGAIN, WE'RE LOOKING AT THE AASHTO STANDARDS, SO WHAT WE WOULD WANT IS TO KEEP A MINIMUM OF 10-FOOT WIDE DRIVE LANES, SO THAT'S WHAT'S OUT THERE NOW ACTUALLY IS 10-FOOT WIDE DRIVE LANES. WE COULD LOOK AT REALLOCATING INSTEAD OF HAVING 11-FOOT WIDE DRIVE LANES, WE COULD LOOK AT REALLOCATING THOSE TWO FEET TO THE BIKE LANES.

WHAT ABOUT THE -- I GUESS SOMEONE WAS SAYING THAT THE PROJECT WASN'T COMPLETED, THAT THERE WAS STRIPING AND RAISED PAVEMENT THAT WAS ORIGINALLY PART OF THE WHOLE --

ONE THING HE'S REFERRING TO IS -- I'M NOT CERTAIN ABOUT THE RAISED, BUT I GUESS MAYBE HE'S TALKING ABOUT THE BUTTONS GOING DOWN THE CENTER. I'M NOT CERTAIN ABOUT THAT, BUT WHAT I CAN TELL YOU IN TERMS OF THE MONITORING, WHAT HE SAID WAS NOT CORRECT. WE DID DO MONITORING AND WE STUDIED THE SPEEDS AFTER THEY WERE PUT IN. WE'VE DONE VIDEO MONITORING AND A LOT OF DIFFERENT TYPES OF MONITORING. AND THE NARROW LANES HAVE HAD NO IMPACT AT ALL. THE CURB ISLANDS HAVE HAD NO IMPACT ON THE SPEED. THEY HAVE NOT REDUCED THE SPEED OF THE DRIVERS. SO THEY'RE STILL DRIVING 38, 39 MILES PER HOUR, AND THAT'S WHY WE REPRESENT A DIFFERENT APPROACH TO CONTROLLING SPEEDS ON SHOAL CREEK AND IN OTHER AREAS. REDUCING THE TOLERANCE LIMIT AT WHICH OFFICERS ISSUE TICKETS AND HAVING AN EDUCATION CAMPAIGN WE FEEL WOULD BE A MUCH BETTER APPROACH. DEALING WITH THE DRIVER BEHAVIOR THAT'S CAUSING THEM TO SPEED.

Kim: THANK YOU.

BUT WE WILL LOOK INTO -- PART OF THE REASON IS WE ACTUALLY HAVEN'T PUT THE BIKE SYMBOLS OUT THERE YET. MORE THAN LIKELY IT'S SIMPLY BECAUSE WE DIDN'T WANT TO SPEND ADDITIONAL MONEY IF THEY WERE INDEED GOING TO BE REMOVED, AND WE WERE KIND OF WAITING TO SEE HOW ALL OF THIS SHAKES OUT.

HOW MUCH TIME DO WE HAVE FOR PUBLIC INPUT ON THE ALTERNATIVE PLAN BETWEEN I GUESS TODAY AND WHEN THEY WOULD BE REMOVED, PHYSICALLY REMOVED.

AS MUCH TIME AS THE COUNCIL WOULD LIKE TO HAVE. AGAIN, I GUESS I EMPHASIZE THAT WE'VE HAD FIVE YEARS --
□□ WE'VE BEEN WORKING ON THIS FOR FIVE YEARS AND HAVE NOT BEEN ABLE TO REACH CONSENSUS, SO WE COULD PROBABLY SPEND QUITE A BIT LONGER HAVING STAKEHOLDER PROCESS, BUT I'M NOT SURE THAT WE'RE GOING TO GET TO THE RESOLUTION OF A CONSENSUS, WHICH WOULD CERTAINLY BE DESIRABLE, BUT THERE ARE JUST A LOT OF DIFFERENT INTERESTS HERE, AND WE'RE REALLY KIND OF DEFAULTING BACK TO THE CITY'S POLICY ON THE BIKE PLAN, BUT I SEE THIS AS DIFFERENT THAN THE ORIGINAL STAFF PROPOSAL BECAUSE WE ARE NOW SUGGESTING INSTALLING SIDEWALKS, WHICH WOULD ENHANCE PEDESTRIAN SAFETY, SO THAT'S A NEW ADDITION, SOMETHING WE DIDN'T OFFER B. AND THEN WE'RE ALSO SUGGESTING LOOKING AT SPEEDING IN A DIFFERENT WAY TRYING SOMETHING NEW, HAVING A BIT OF INITIATIVE AND CONTROLLING SPEED COMPREHENSIVELY. SO THOSE ARE TWO THINGS THAT WE'RE LOOKING AT THAT ARE DIFFERENT THAN WHAT THE STAFF OFFERED BEFORE.

Kim: THANK YOU.

Mayor Wynn: COUNCILMEMBER LEFFINGWELL.

Leffingwell: I CAN ANOTHER QUESTION. IF REMOVAL OF THE CURB ISLANDS WERE AUTHORIZED TODAY, HOW LONG WOULD IT PHYSICALLY TAKE APPROXIMATELY?

IF THEY WERE REMOVED, PHYSICALLY REMOVING THEM IS

WHAT WE'RE DOING IS WE ALREADY TALKED ABOUT TAKING THE CREPE MYRTLES AND WHERE THEY SHOULD BE RELOCATED, SO WE DO WANT TO SAVE THE CREPE MYRTLES, SO I THINK WE'LL NEED A COUPLE OF WEEKS TO STOP REMOVING THOSE. SO IT WOULDN'T BE APPROPRIATE TO REMOVE THE CURB ISLANDS AND THEN HAVE THE FEET LEFT IN THE LANES. WE COULD PUT UP SIGNAGE BUT THAT WOULDN'T PROHIBIT PEOPLE FROM DRIVING IN THE OUTSIDE LANES. IN THOSE LANES PEOPLE HAVE BECOME ACCUSTOMED TO BIKING AND WALKING. AND WE WOULDN'T WANT TO HAVE THEM FACE ANY KIND OF SAFETY ISSUES SO I THINK THE REMOVAL NEEDS TO BE IN CONJUNCTION WITH A NEW STRIPING PLAN.

Leffingwell: THANK YOU FOR ANTICIPATING MY NEXT QUESTION. THANK YOU.

Mayor Wynn: COMMENTS, QUESTIONS? COUNCILMEMBER MCCRACKEN?

McCracken: MY UNDERSTANDING IS THAT WE COULD KEEP THE STRIPING IN PLACE AND STILL REMOVE THE CURB ISLANDS, IS THAT RIGHT?

WE WOULD VERY MUCH NOT RECOMMEND THAT. RIGHT NOW MOST OF THE NEIGHBORHOOD IS USING THE OUTSIDE LANES FOR BICYCLING, FOR KIDS, JOGGERS, RUNNERS, THAT SORT OF THING. AND EVERYONE IS REALLY ACCUSTOMED TO THAT USAGE IN THAT OUTSIDE LANE. SO IF YOU WERE TO REMOVE THE CURB ISLANDS, IF YOU HAVE TWO -- FOUR 10-FOOT LANES, THERE'S NOTHING TO PROHIBIT DRIVERS FROM MEANDERING OVER TO THAT OUTSIDE LANE OR SIMPLY USING IT AS A DRIVE LANE TO PASS OTHER PEOPLE OR JUST DRIVE IN. WE COULD PUT UP SIGNS, BUT THEY CERTAINLY -- OUR EXPERIENCE IS THOSE SIGNS WOULD PROBABLY BE IGNORED. AND WE WOULDN'T WANT TO PLACE THE SAFETY OF THE PEDESTRIANS AND BICYCLISTS AT RISK BY TAKING OUT THE CURB SIGH LAND AND THEN -- ISLANDS AND THEN HAVE FOUR FOOT DRIVE LANES AND EXPOSING THEM TO THAT RISK. WE STRONGLY RECOMMEND THE REMOVAL OF THE CURB ISLANDS GOES IN CONJUNCTION WITH AN APPROVED STRIPING PLAN.

McCracken: I'M REALLY CONFUSED RIGHT NOW. MY UNDERSTANDING IS THAT IT WAS THE STAFF RECOMMENDATION TO REMOVE THE CURB ISLANDS FOR LIABILITY REASONS IN PART AND NOW I'M TOLD WE SHOULDN'T REMOVE THE CURB ISLANDS TODAY. THERE IS NO WAY WE ARE READY TO COME UP WITH AN ALTERNATIVE PLAN. SO I GUESS WE NEED SOME CLARITY. IS THE RECOMMENDATION TO REMOVE THE ISLANDS OR NOT? BECAUSE LAND USE TRANSPORTATION COMMITTEE VOTED TO REMOVE THE CURB ISLANDS IN PART BASED ON THE RECOMMENDATION FROM STAFF TO REMOVE THE CURB ISLANDS AND NOW WE'RE BEING TOLD DON'T REMOVE THEM UNTIL YOU HAVE A PLAN, WHICH WE ARE NOWHERE CLOSE TO HAVING THAT IN PLACE.

WE ARE RECOMMENDING THE REMOVAL OF THE CURB ISLANDS, HOWEVER, WE ARE RECOMMENDING AN ALTERNATIVE STRIPING PLAN. AND THE TWO REALLY HAVE TO GO TOGETHER. YOU CAN'T JUST REMOVE CURB ISLANDS AND NOT HAVE ANOTHER OPTION FOR A STRIPING PLAN. SO THE STRIPING PLAN THAT IS THERE NOW WITH THE CURB ISLANDS REMOVED WOULDN'T BE APPROPRIATE. >>

MCCRACKEN: WELL, THAT CREATES CONFUSION FOR ME IN A NEW AREA THEN A BECAUSE WHAT I WAS TOLD AS TO WHY THIS WAS COMING FROM STAFF AS OPPOSED TO THE COUNCIL IS BECAUSE IF IT CAME FROM STAFF IT WOULD HAVE A RECOMMENDATION, WHERE IF IT CAME FROM COUNCIL THEN WE WOULD NOT NEED TO HAVE A RECOMMENDATION AND THAT THIS WAS PURELY A FORMALITY TO ADD THE RECOMMENDATION ON IT. SO WE ARE NOW CALLED IN A NEW AREA OF VAPOR LOCK, WHICH IS THE REASON WHY WE ARE TOLD THIS IS FROM STAFF WAS TO HAVE THE FIRM.

Alvarez: TY OF A RECOMMENDATION. -- FORMALITY. NOW WE'RE TOLD IT'S NOT A FORMALITY. WHICH I THINK THIS COUNCIL HAS BEEN VERY CLEAR WE ARE NOT READY WITH AN ALTERNATIVE PLAN YET. SO WHERE DO WE GO?

MAYOR, CAN I?

I DO THINK JUST FROM LISTENING UP HERE THAT THERE IS

PROBABLY CONSENSUS ON THE REMOVAL OF THE CURB ISLANDS.

Dunkerley: THE ALTERNATE STRIPING PLAN, I DON'T THINK AT THIS MOMENT THERE IS A CONSENSUS, SO MY SUGGESTION -- I'M VERY HAPPY WITH THE STAFF PROPOSAL. I THINK THAT'S -- I WOULD BE WILLING TO VOTE ON THAT TODAY, BUT I DON'T SENSE THAT EVERYBODY IS READY FOR IT. SO MAYBE SOME COMPROMISE COULD WORK IN THIS LEVEL IS THAT WE PASS A RESOLUTION SAYING THAT WE SUPPORT THE REMOVAL OF THE CURB ISLANDS AND WITHIN THE NEXT SIX WEEKS BRING BACK TO US AN ALTERNATE STRIPING PLAN OPTION, HAVE SOME -- HAVE SOME STAKEHOLDER MEETINGS IN THAT TIME AND THEN BRING BACK YOUR RECOMMENDATION AND ANY OTHER RECOMMENDATIONS. I THINK MY FORMALLY TAKING THE CURB ISLANDS OFF THE TABLE, THAT REDUCES THE OPTIONS THAT THE STAKEHOLDERS HAVE BECAUSE MANY OF THEM STILL WANT TO LEAVE IT LIKE IT IS. SO IF WE SAY THAT OPTION IS OFF THE TABLE, NOW GO BACK AND LOOK AT ONE, TWO OR THREE STRIPING OPTIONS, COME BACK, STILL BRING YOUR RECOMMENDATION BACK, WHATEVER THAT MIGHT BE, BUT LET'S NARROW THAT TIME FRAME. I AM NOT COMFORTABLE GOING ANOTHER FIVE YEARS IN A PLANNING PROCESS, NOR AM I COMFORTABLE GOING ANOTHER TWO OR THREE MONTHS BEFORE A DECISION IS MADE TO REMOVE THE CURB ISLANDS. THAT MIGHT BE SOME MIDWAY THAT WE COULD DO IS JUST TELL THE STAFF RIGHT NOW THE CURB ISLANDS ARE OFF THE TABLE, BUT WE APPRECIATE YOUR RECOMMENDATION. I'M FERD TO VOTE ON IT TODAY. BUT IF THE COUNCIL WANTS TO HAVE SOME ADDITIONAL INPUT FROM THE COMMUNITY, LET'S JUST TAKE FOUR TO SIX WEEKS AND DO IT AND THEN BRING BACK SOMETHING AND MAKE A DECISION.

YOU'RE RECOMMENDING TO REMOVE THE CURB ISLANDS, BUT --

Dunkerley: NO, I'M SAYING NOT REMOVE THE CURB ISLANDS, IF THERE'S SOME FEAR THAT WITHOUT SOME KIND OF STRIPING THERE --

NOT REMOVE THEM AT THIS TIME.

Dunkerley: JUST MAKE A DECISION THAT WE'RE GOING TO REMOVE THEM SO THAT THAT TAKES THAT OPTION OFF THE TABLE WITH THE STAKEHOLDERS. AND IF WE CAN GIVE SOME ADDITIONAL INPUT ON THE STAFF ABOUT WHAT THEY WOULD LIKE TO SEE, YOU CAN BRING THAT BACK, YOU CAN LOOK AT THE DAVIS MODEL, YOU CAN CONTINUE TO REFINE OR LOOK AT YOUR MODEL, BRING US BACK --

AND THEN BRING BACK TO COUNCIL MULTIPLE OPTIONS THAT VARIOUS STAKEHOLDERS HAVE AGREED ON.

Dunkerley: I DON'T WANT TO DELAY THIS LONG BECAUSE I WOULD LIKE TO SEE THE CURB ISLANDS REMOVED AS SOON AS POSSIBLE IN A SAFE MANNER. SO MY SUGGESTION IS TO TAKE FOUR TO SIX WEEKS TO BRING BACK SOMETHING. I DON'T KNOW IF I CAN GET ANY SUPPORT FOR THIS, BUT OTHERWISE I'M READY TO VOTE FOR WHAT'S ON THE TABLE TODAY.

Mayor Wynn: MR. CANALES?

LET ME SEE IF I CAN CLARIFY BECAUSE I UNDERSTAND COUNCILMEMBER MCCracken'S CONCERN AND MAYBE CONFUSION HERE. WHEN THE ITEM CAME UP, WHAT WE WERE TRYING TO DO AND WE DID RECOMMEND BRINGING THE ITEM FORWARD WITH THE RECOMMENDATION ON THE STRIPING OF THE LANES AND SO FORTH SO THAT IT WOULD GENERATE DISCUSSION AND PROVIDE COUNCIL AN OPPORTUNITY TO FORMULATE A DIRECTION IN TERMS OF WHERE WE NEEDED TO GO, RECOGNIZING THAT A CONSENSUS HAD NOT BEEN RECOGNIZED. WHAT WE WERE REALLY SEEKING ALSO WAS DIRECTION IN TERMS OF THE REMOVAL OF THE ISLANDS IN TERMS OF GETTING A HEAD START ON THE WORK AS COUNCILMEMBER DUNKERLEY AS POINTED OUT. WHILE IT MAY TAKE A WEEK TO 10 DAYS TO ACTUALLY REMOVE THE ISLANDS, IT'S NOT SOMETHING THAT WE CAN JUST GET STARTED TOMORROW. ALSO RECOGNIZING THAT PARKS IS VERY INTERESTED IN SAVING SOME OF THE CREPE MYRTLES AND SO FORTH IN THAT AREA. WHAT WE WOULD BE LOOKING AT IS IF WE GET YOUR DIRECTION TO REMOVE THE ISLANDS, A LOT OF THE

LOGISTICAL EFFORT COULD START IN TERMS OF PLANNING THE STAFF AND SCHEDULING THE WORK AND PROVIDING PARKS THE OPPORTUNITY TO FIND ALTERNATE LOCATIONS FOR THE CREPE MYRTLES. WE COULD START ON THAT WORK NOW. CONCURRENT WITH THAT WOULD BE THE OPPORTUNITY FOR STAKEHOLDER PROCESS TO PROVIDE COUNCIL SOME INPUT AND FEEDBACK ON THE VARY JUST OPTIONS THAT ARE AVAILABLE ON THAT. AND THAT COULD LAST ANYWHERE BETWEEN SIX WEEKS TO 60 DAYS. AND AT THAT POINT WE COULD COMPLETE A LOT OF THE LOGISTICAL EFFORT TO TAKE ACTION ON THE REMOVAL OF THE ISLANDS, AND BY THAT TIME ALSO HAVE SOME OPTIONS AVAILABLE FOR THE COUNCIL IN TERMS OF WHAT ARE THE STRIPING OPTIONS FOR THAT STREET. THAT WAS OUR INTENT. WE DID NOT INTEND TO CONFUSE, BUT RATHER JUST TRYING TO MAXIMIZE THE TIME AVAILABLE BEFORE US AND ALSO ALLOW SOME COUNTRY CORNT ACTIVITY TO TAKE PLACE. SO THAT'S THE CLARIFICATION THAT I OFFER THE COUNCIL THIS MORNING ON THAT MATTER.

Mayor Wynn: THANK YOU, MR. CANALES. COMMENTS, COUNCILMEMBER ALVAREZ? MAYOR PRO TEM?

Thomas: SO ALL THAT YOU JUST SAID IS TO GET US MOVED FROM THIS POINT ON? BECAUSE I DO AGREE WITH YOU TRYING TO SALVAGE SOME OF THE PLANTS AND ETCETERA THAT HAS ALREADY BEEN INVESTED. ONE QUESTION, AND I'M GOING TO LET THIS ALONE. HOW WIDE IS THE STREET NOW?

40 FEET.

Thomas: 40. WHY DO PEOPLE KEEP SAYING 39?

I DON'T KNOW. IT'S 40 FEET CURB TO CURB. CURB FACE TO CURB FACE.

Thomas:.

ONE THING I HAVE A CONCERN --

Thomas: ONE THING I HAVE A CONCERN WITH IS YOUR PARKING AND THEN YOUR BIKE LANE. I KNOW THIS IS IN THE

PROPOSAL PROCESS, BUT ARE THERE GOING TO BE ANY KIND OF THE DRIVERS, THE PARKER AND THE BICYCLISTS? BECAUSE WHEN SOMEBODY OPENS A DOOR, IT COULD BE A GREAT DANGER?

ARE THERE GOING TO BE ANY KIND OF NOTICES? WE WILL BE PUTTING UP SIGNAGE, YES, SIR. WE WILL INCLUDE SIGNAGE.

Thomas: OKAY. THANK YOU.

Mayor Wynn: THANK YOU, MAYOR PRO TEM. COMMENTS? COUNCILMEMBER LEFFINGWELL.

Leffingwell: WELL, I KIND OF LIKE THE IDEA OF GOING AHEAD WITH AUTHORIZATION TO REMOVE THE CURB ISLANDS, BUT DELAYING TO GET SOME MORE PUBLIC INPUT ON THE ALTERNATIVE STRIPING METHOD. AND FROM WHAT I HEARD MR. CANALES SAY AND WHAT I THINK I'VE HEARD YOU SAY, THIS PROCESS WOULD TAKE, THE PREPARATION, SETTING IS UP, MOVING THE CREPE MYRTLES, WHICH WE DEFINITELY WANT TO DO, WOULD TAKE SOME TIME. AND SO I GUESS JUST TO GET THINGS STARTED I'LL PUT A MOTION ON THE TABLE TO AUTHORIZE THE REMOVAL OF THE CURB ISLANDS AND BRINGING BACK -- CONDUCTING MEETINGS TO GET INPUT FROM THE PUBLIC TO COME BACK AND APPROVE A STRIPING PLAN, A RESTRIPIING PLAN IN APPROXIMATELY SIX WEEKS, AND WE WOULD HAVE TO SELECT A DATE FOR THAT.

Mayor Wynn: MOTION MADE BY COUNCILMEMBER LEFFINGWELL ON ITEM NUMBER 38 TO APPROVE THE REMOVAL PART OF THIS POSTED ITEM ONLY AND TO WITH THE INSTRUCTION HAVE A DIFFERENT STRIPING PLAN BROUGHT BACK AT A LATER DATE.

McCracken: COUNCILMEMBER LEFFINGWELL, WOULD YOU CONSIDER HAVING -- IT WOULD COME BACK AT THE DECEMBER FIRST MEETING AND WOULD COME TO OUR LAND USE TRANSPORTATION COMMITTEE, WHICH WOULD BE LIKE THE SECOND WEEK IN NOVEMBER? WOULD THAT BE OKAY?

Leffingwell: FOR THE RESTRIPIING PLAN? YES, I WOULD.

McCracken: I'LL SECOND IT THEN.

Mayor Wynn: AMENDED MOTION BY COUNCILMEMBER
LEFFINGWELL, SECONDED BY COUNCILMEMBER
MCCRACKEN. FURTHER COMMENTS? COUNCILMEMBER
MCCRACKEN.

McCracken: ONE OF THE THINGS I WOULD URGE US TO LOOK
AT IN THE COMING TWO MONTHS IS THAT MY
UNDERSTANDING IS THE AASHTO STANDARDS BE BEING
REVISED TO TAKE INTO CONSIDERATION IMPROVEMENTS,
KNOWLEDGE OF THE RELATIONSHIP OF STREET DESIGNS
AND TRAFFIC SPEEDS. SO I DON'T KNOW IF THOSE
REVISIONS ARE ALREADY OUT, BUT I WOULD URGE US TO
LOOK AT THAT BECAUSE I DO HAVE A CONCERN THAT WE
HAVE OWE -- OWE AS AN ORGANIZATION IN THE CITY
DRAMATICALLY IMPROVED OUR UNDERSTANDING OF URBAN
PLANNING ISSUES IN THE LAST FIVE YEARS. AND THE PLAN
IS -- THE STAFF RECOMMENDATION IS UNCHANGED OVER
THE LAST FIVE YEARS. I THINK IT'S HELPFUL TO TAKE A
FRESH LOOK AT IT BASED ON ALL THE NEW THINGS WE'VE
LEARNED HERE IN THE LAST FIVE YEARS TO SEE IF THE
STAFF RECOMMENDATION MIGHT POSSIBLY CHANGE. I
WOULD LIKE FOR US TO DO A NATIONAL BEST PRACTICES
REVIEW. IN PARTICULAR I WOULD LIKE TO SEE WHAT I KNOW
THE CALIFORNIA COMMUNITIES DAVIS, SAN JOSE, OAKLAND
HAVE DONE A LOT OF GOOD WORK IN THIS AREA, SO I
WOULD LIKE TO SEE WHAT THEY HAVE DONE AS PART OF
THIS REVIEW. I THINK THE NEIGHBORS WOULD LIKE TO SEE
THAT TO SEE WHAT THE OPTIONS ARE. AND A FINAL THING I
WOULD JUST SAY IS THAT THIS IS NOT JUST BY BICYCLES.
ALL OF US WHO LIVE IN SUBURBAN NEIGHBORHOODS WITH
HIGH SPEED TRAFFIC AND NO SIDEWALKS WITH LITTLE KIDS
KNOW THAT IT'S ABOUT GOING FOR A RUN, TAKING YOUR
DOGS FOR A WALK. IT'S ABOUT WHERE DOES YOUR LITTLE
BOY DRIVE HIS BIG WHEEL WHEN THERE ARE NO SIDEWALKS
AND HIGH SPEED TRAFFIC? THERE IS AN ISSUE THAT WE
NEED TO GET RIGHT ON SHOAL CREEK IF THIS IS THE MODEL
THAT WE CAN USE ON STREETS ALL OVER THE CITY WHERE
WE HAVE THE SAME PROBLEM THAT THE FOLKS ON SHOAL
CREEK HAVE RIGHT NOW. AND I KNOW THAT
(INDISCERNIBLE) HAS TWO LITTLE BOYS TOO. HE CAN
EMPATHIZE WITH ALL OF US THAT ARE PARENTS OF YOUNG

CHILDREN. WE HAVE BROADER INTERESTS HERE. WE HAVE TO MAKE SURE WE DO IT RIGHT AND GET OUR OPTIONS AND I'M GLAD WE'RE TAKING THIS LOOK AT IT. >>

MAYOR WYNN: MR. CANALES?

MAYOR, WHAT WE'LL TRY TO DO IN CONNECTION WITH THE NOVEMBER SECOND MEETING IS WHAT WE TALKED ABOUT EARLIER TO THE SUBCOMMITTEE MEETING SO THEY CAN HAVE ALL THAT INFORMATION AND WE CAN RESPOND TO ALL THOSE QUESTIONS.

Mayor Wynn: THANK YOU. SO WE HAVE A MOTION AND A SECOND ON THE TABLE TO APPROVE ON ITEM NUMBER 38 THE REMOVAL PORTION ONLY WITH INSTRUCTIONS TO BOTH GO BACK TO THE LAND USE COMMITTEE AND THEN BACK TO COUNCIL LATER THIS FALL. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SIX TO ZERO WITH COUNCILMEMBER ALVAREZ OFF THE DAIS. THANK YOU ALL VERY MUCH. COUNCIL, I HAD PULLED ALSO ITEM NUMBER 51, WHICH IS OUR BILLBOARD ITEM. I NOTICE THAT CITY LEGAL HAD POSTED THIS FOR EXECUTIVE SESSION AS WELL. I GUESS JUST A QUICK QUESTION AS TO IF THAT'S NEEDED WE CERTAINLY CAN JUST GO INTO CLOSED SESSION AND PICK THIS UP LATER. MS. TERRY?

YES, MAYOR AND COUNCIL, WE WOULD REQUEST THAT THE ITEM BE TAKEN UP AFTER THE EXECUTIVE SESSION.

Mayor Wynn: FAIR ENOUGH. SO COUNCIL, WITHOUT OBJECTION, I THINK WE HAVE NO MORE DISCUSSION ITEMS POSTED BEFORE US, AT LEAST UNTIL OUR NOON GENERAL CITIZEN COMMUNICATION TIME CERTAIN. COUNCILMEMBER MCCRACKEN.

McCracken: MR. RICHARDSON, WHO IS ONE OF THE LEADERS IN THE OAK HILL ASSOCIATION NEIGHBORHOODS HAD COME JUST SECONDS AFTER WE VOTED ON DOWNTOWN OAK HILL AND THE T.O.D. AND HE'S ASKED IF HE CAN MAKE HIS THREE

MINUTE PRESENTATION ABOUT THE GREAT WORK THAT I KNOW THAT A NUMBER OF US ARE AWARE OF.

Mayor Wynn: CERTAINLY. WELCOME, SIR.

THANK YOU, MAYOR AND COUNCILMEMBERS. I WANT TO THANK YOU ALL FOR APPROVING THE TOD INCLUSION OF OAK HILL. I KNOW THIS IS A PILOT PROGRAM, BUT I ALSO RECOGNIZE THAT TOD'S ARE TYPICALLY UNDERSTOOD TO BE ONLY USED WITH RAIL. AND I THINK THAT THIS OFFERS THIS RAPID BUS, EXPRESS BUS TOD CONCEPT AS A PILOT PROGRAM OFFERS OPPORTUNITIES FOR THE REST OF THE COMMUNITY THAT DOES NOT HAVE THE OPPORTUNITY FOR RAIL. AND WHEN WE LOOK AT THE POSSIBILITIES OF TALKING OF CARS OFF THE ROAD, IT ADDRESSES THE POLLUTION ISSUES FOR BOTH WATER AND AIR. IT OFFERS THE ENTIRE COMMUNITY A PROCESS AND A METHOD TO ADDRESS THE ENVIRONMENTAL ISSUES THAT ARE SO IMPORTANT TO MANY PEOPLE IN THIS COMMUNITY. BUT THERE ARE OTHER ELEMENTS OF THIS THAT I DON'T THINK HAVE REALLY BEEN BROUGHT TO THE TABLE, AND I WANTED TO HIGHLIGHT SOME OF THESE. ONE OF THESE IS THE PRODUCTIVITY THAT CAN BE GAINED BY ALLOWING PEOPLE IN OUR COMMUNITY TO LIVE IN A PEDESTRIAN-ORIENTED COMMUNITY. AND IF WE CAN CREATE COMMUNITIES THAT ARE NOT ORIENTED TO A VEHICLE, NOT LIKE THE TYPICAL SUBURBAN COMMUNITIES THAT ARE BRINGING UP THE QUESTIONS YOU'VE BEEN HEARING ABOUT OVER THE LAST HOUR AND A HALF OR TWO HOURS, IF WE CAN CREATE COMMUNITIES THAT ARE ORIENTED TO BIKE FRIENDLY, PEDESTRIAN FRIENDLY RESIDENTS AND BUSINESSES, WE ENABLE PEOPLE TO PERHAPS ELIMINATE ONE OF THEIR TWO FAMILY CARS OR THREE FAMILY CARS, WHICH WOULD SAVE THEM 10 TO 20 DOLLARS A -- \$10,000 A YEAR. AND FOR PEOPLE OF LOW INCOME OR MODEST INCOME, THAT WOULD BE A HUGE PAY RAISE FOR THEM, WHICH ALSO COULD BE SPENT IN THESE SAME COMMUNITIES. SO WE HAVE THE POTENTIAL TO CREATE GREATER BUSINESS OPPORTUNITIES, REDUCE POLLUTION OF BOTH AIR AND WATER QUALITY, AND INCREASE THE BUSINESS ACTIVITY IN THESE COMMUNITIES. AND THIS IS SOMETHING THAT I DON'T THINK HAS REALLY BEEN BROUGHT TO THE TABLE BEFORE. AND I THINK IT'S WORTHY AS WE'RE TRYING TO LOOK

FORWARD TO IN A GLOBAL ECONOMY MAKING OUR COMMUNITIES MORE EFFICIENT IN A GLOBAL ECONOMY. IF WE CAN CREATE AN OPPORTUNITY FOR CERTAIN TIMES, CONSISTENT TIMES FOR DELIVERY OF PEOPLE AND GOODS TO THEIR DESTINATIONS, WE HAVE A WAY TO INCREASE OUR COMPETITIVENESS IN A NATIONAL MARKET AND IN THE GLOBAL MARKET. SO I JUST WANTED TO THANKS FOR MAKING DAYBREAK A PART OF YOUR DAY THOSE COMMENTS AND JUST BRING THEM TO YOUR ATTENTION. IF YOU HAVE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE OR QUESTIONS, I WOULD BE HAPPY TO ANSWER THOSE.

Mayor Wynn: QUESTIONS, COMMENTS? AGAIN, WE'RE SO EXCITED TO PASS THAT ORDINANCE THIS MORNING. WE GOT IT DONE QUICKLY.

YOU BET.

Mayor Wynn: COUNCILMEMBER MCCRACKEN.

McCracken: I JUST WANTED TO SAY THAT SOMEONE TALKED AT THE CAMPO MEETING WHEN MR. RICHARDSON TALKED ABOUT THIS IS THAT DAVID RICHARDSON IS ONE OF OUR MOST GIFTED PLANNERS AND HAS BEEN THE DRIVING FORCE BEHIND DOWNTOWN OAK HILL, WHICH WE DON'T HAVE ANY TOWN CENTERS IN THIS COMMUNITY AT ALL. IT'S A BIG GAP IN OUR URBAN PLANNING AREAS AND DAVID HAS BEEN THE GUY RESPONSIBLE FOR BRINGING IT TOGETHER IN OAK HILL.

THANK YOU. IF I COULD MAKE ONE LAST COMMENT, AS WE'RE HEADING INTO THE NEIGHBORHOOD PLANNING PROCESS, I THINK THERE ARE CERTAIN GROUPS THAT WOULD LIKE TO CAST THE ISSUES OUT IN OAK HILL AS AN EITHER OR. EITHER DEVELOPMENT OR DEGRADATION OF THE COMMUNITY, OF THE ENVIRONMENT. SO WE HAVE ECONOMIC DEVELOPMENT ON ONE HAND OR DEGRADATION OF OUR -- I'M SAYING THIS BACKWARDS. WE EITHER HAVE DEGRADATION OF OUR ENVIRONMENT OR ECONOMIC DEVELOPMENT. AND I THINK THAT WE CAN HAVE BOTH AND MORE, AND THAT'S ONE OF THE THINGS THAT I REALLY WANTED TO HIGHLIGHT. WE SHOULD THINK OUTSIDE THE

BOX AND REALLY MAKE THIS A GREAT OPPORTUNITY NOT ONLY FOR OAK HILL, BUT FOR THE REST OF AUSTIN. THANKS.

Mayor Wynn: THANK YOU. AGAIN, COUNCIL, WE HAVE NO POSTED DISCUSSION ITEMS PRIOR TO OUR NOON GENERAL CITIZEN COMMUNICATION, SO WITHOUT OBJECTION WE'LL NOW GO INTO CLOSED SESSION PURSUANT TO SECTION 551.071 OF THE OPEN MEETINGS ACT TO TAKE UP POTENTIALLY AGENDA ITEMS 63 RELATED TO BILLBOARDS, 65 RELATED TO JEFF WHITE VERSUS THE CITY OF AUSTIN, 66 RELATED TO REASONABLE CARE AND HARDY -- REARKE AND HARDY VERSUS THE CITY OF AUSTIN. AND 67 ABOUT COLLECTIVE BARGAINING. WE WILL BE BACK SHORTLY AFTER NOON TO TAKE UP GENERAL CITIZEN COMMUNICATION. WE ARE NOW IN CLOSED SESSION. THANK YOU.

Mayor Wynn: WE ARE OUT OF CLOSED SESSION. IN EXECUTIVE SESSION WE TOOK UP ITEM NUMBER 66 RELATED TO THE SMOKING ORDINANCE. NO SMOABING ORDINANCE. NO DECISIONS WERE MADE. WE'RE BACK NOW FOR OUR NOON GENERAL CITIZEN COMMUNICATION. OUR FIRST SPEAK SIGNED UP IS BERYL SOUTHALL. IS SHE HERE? WE'LL GO BACK TO HER LATER PERHAPS. DR. LAWRENCE CRANBERG, WELCOME, SIR. YOU WILL HAVE THREE MINUTES AND THEN BE FOLLOWED BY MATTHEW MANNINEN.

GOOD AFTERNOON. THIS IS AN UPDATE ON A SUGGESTION WHICH I MADE FAIRLY RECENTLY TO THIS BODY OF A STUDY OF MY CONSULTANT OF THE COST EFFECTIVENESS OF THE AUSTIN POLICE DEPARTMENT. I DON'T KNOW WHAT ACTION THIS BODY HAS TAKEN ON THIS SUGGESTION. I HAVEN'T GOTTEN ANY FEEDBACK, BUT I HAVE PURSUED THE SUBJECT. AND I SOON DISCOVERED THAT MY PROPOSAL HAD ALREADY BEEN IMPLEMENTED IN FACT BY A VERY DISTINGUISHED SOCIAL SCIENTISTS, JAMES Q. WILSON OF HARVARD, OF THE HARVARD M.I.T. INSTITUTE FOR URBAN STUDIES. THAT INSTITUTE NO LONGER IS ACTIVE, AND IT SEEMS TO ME, HOWEVER, THAT SUCH AN INSTITUTE IS OF VERY SUBSTANTIAL IMPORTANCE AND THE IMPORTANCE HIGHLIGHTED BY KATRINA AND RETA, BOTH OF -- RITA, BOTH OF WHICH HAVE EXPOSED SERIOUS LIMITATIONS AND

SHORTCOMINGS IN URBAN AMERICA. IN THE ABSENCE OF A SIGNIFICANT RESPONSE FROM THIS BODY I HAVE TAKEN THE FOLLOWING STEP: I HAVE APPROACHED THE LBJ SCHOOL OF PUBLIC AFFAIRS WITH THE SUGGESTION THAT IT ESTABLISH AN INSTITUTE FOR URBAN STUDIES HERE AT THE UNIVERSITY, PERHAPS TO BE CALLED THE AUSTIN INSTITUTE FOR URBAN STUDIES. I HAVE RELIED THIS SUGGESTION TO THE DEPUTY DIRECTOR OF THE L.B.J. SCHOOL, MISTER -- ADMIRAL INMAN. I WROTE HIM AND TOLD HIM I WOULD BE APPEARING THIS MORNING BEFORE THIS BODY AND WOULD LIKE TO HAVE A RESPONSE TO MY SUGGESTION. I FOUND AN E-MAIL FROM ADMIRAL INMAN THIS MORNING, AND THE GIST OF IT IS PERHAPS WHAT ONE SHOULD EXPECT, SUCH A PROPOSAL WARRANTS VERY CAREFUL, VERY DELIBERATE CONSIDERATION, AND THE MATTER IS UNDER ADVISEMENT WITH THE STAFF OF THE L.B.J. SCHOOL, AND ADMIRAL INMAN TELLS ME THAT IT WOULD TAKE A FEW MONTHS. MY PURPOSE THIS MORNING IS SIMPLY TO APPRISE YOU OF THIS DEVELOPMENT AND SPECIFICALLY TO ENCOURAGE THIS BODY TO TAKE OFFICIAL NOTICE OF THIS GESTURE, AND IF IT DEEMS IT APPROPRIATE, TO ENCOURAGE THE L.B.J. SCHOOL, TO ESTABLISH SUCH AN INSTITUTION. THANK YOU.

Mayor Wynn: THANK YOU, DR. CRANBERG. [BUZZER SOUNDS] MATTHEW MANNINEN, IF I'M PRONOUNCING THAT CORRECTLY. WELCOME. YOU WILL HAVE THREE MINUTES AND BE FOLLOWED BY AIRCRAFT CA GONZALES OR SUSANA ALMANZA.

IN HERE TO TALK TO Y'ALL ABOUT THE 12TH STREET CORRIDOR, WHICH MAYBE SOME OF YOU ARE FAMILIAR WITH OR NOT. IT'S SUPPOSED TO BE AN ECONOMIC CORRIDOR, AT LEAST EVERY STUDY THAT I HAVE BEEN ABLE TO DRUM UP THAT'S BEEN DONE BY THE CITY AND BY SEPARATE PRIVATE GROUPS THAT HAVE DONE STUDIES, EVEN AS RECENTLY AS THE AFRICAN-AMERICAN STUDY THAT WAS DOWN HERE WHEN THERE WAS ALL THAT HOOPLA GOING ON. AND IF IT'S SUPPOSED TO BE AN ECONOMIC CORRIDOR, MY QUESTION IS WHY WOULD THE CITY DO THE FIRST MAJOR DEVELOPMENT ON THAT STREET AND HAVE IT BE A RESIDENTIAL PROJECT? THE REASON I'M TALKING ABOUT THAT IS BECAUSE I WANT TO DO A

DEVELOPMENT OVER THERE, AND I'M HAVING A HARD TIME UNDERSTANDING THAT IF IT'S SUPPOSED TO BE A RESIDENTIAL CORRIDOR, THAT'S FINE, BUT I WOULD JUST HOPE THAT Y'ALL WOULD BECOME AWARE THAT'S WHAT YOU'RE DOING IS YOU'RE ENCOURAGING IT TO BE A RESIDENTIAL CORRIDOR AND NOT AN ECONOMIC CORRIDOR. OBVIOUSLY IT DOESN'T CREATE SALES TAX. THERE ARE ALL KINDS OF REASONS -- I'VE SAID MY PIECE. THAT'S IT. THANKS.

Mayor Wynn: THANK YOU. I'LL JUST REPLY THAT PERSONALLY IN LOOKING AT THE LONG HISTORY OF THE EAST 12TH, EVEN 11th STREET CORRIDOR WORK BY THE CITY OF AUSTIN WITH OTHER PARTNERS OVER THERE IS FOR AN ECONOMIC DEVELOPMENT STANDPOINT, HOUSING IS AN IMPORTANT COMPONENT, BOTH THE PROPERTY TAX VALUES THAT ARE BROUGHT ON, THE HOUSING OPPORTUNITIES, SO MUCH HOUSING WAS LOST IN THAT LARGER AREA, SO I SEE IT AS A MULTI-USE ECONOMIC DEVELOPMENT OPPORTUNITY THAT HAS BOTH HOUSING, EMPLOYMENT OPPORTUNITIES, COMMERCIAL TAX BASE AND JUST A REVITALIZATION OF WHAT HAD BEEN A VERY THRIVING PART OF TOWN.

Thomas: IF YOU DON'T MIND, MAYOR, I'D ADD TO WHAT YOU SAY IS TRUE. ALSO IN THAT PARTICULAR AREA WHERE HE'S TALKING ABOUT WHERE WE'RE FIXING TO START THE RESIDENTIAL IS THE TOWNHOUSES. I THINK IF YOU NEED ANY OTHER INFORMATION, MR. PAUL HILL GERS WILL BE ABLE TO HELP YOU SIR ON, SIR. ON TOP OF THAT, I THINK THE CITIZENS HAD AN OUT CRY FOR THE AREA THAT THEY WANTED RESIDENTIAL IN THAT PORTION OF THE 12TH STREET CORRIDOR.

[INAUDIBLE - NO MIC].

Thomas: I'M SAYING -- EXCUSE ME, I'M NOT HERE TO DEBATE YOU, BUT I'M SAYING THERE'S PEOPLE, AND STAFF CAN HELP ANSWER YOUR QUESTIONS ALSO, THERE ARE PEOPLE THAT ARE? THE SKIP 2 PROJECT THAT HAVE MADE PLANS OF HOW THEY WANTED THAT DONE. SO THERE ARE PEOPLE TO ANSWER YOUR QUESTIONS SIR, HE'S RIGHT BEHIND YOU. THANK YOU.

Mayor Wynn: THANK YOU, MAYOR PRO TEM. OUR NEXT SPEAKER IS ERIKA GONZALES AND/OR SUSANA ALMANZA. THEY RARELY GO IN THE ORDER THEY SIGN UP. [LAUGHTER] WELCOME, ERIKA.

GOOD AFTERNOON, MAYOR AND CITY COUNCILMEMBERS. MY NAME IS ERIKA GONZALES AND I'M WITH PODER. IT'S AN ENVIRONMENTAL JUSTICE ORGANIZATION BASED IN EAST AUSTIN. PODER HAS FORMED THE KEEPERS OF THE ROY GUERRERO COLORADO RIVER PROJECT IN ORDER TO PRESERVE THE COLORADO RIVER PARK SACRED WATERS TO PROVIDE ACCESS TO NATURE AND RECREATION TO YOUTH AND ADULTS IN THE NAME OF ROY GUERRERO. WE WOULD LIKE TO INVITE THE CITY OF AUSTIN TO JOIN US FOR OUR FIRST ANNUAL FESTIVAL DELAS PLANTAS ON SATURDAY OCTOBER 15TH AT 800 GROVE STREET NEAR THE MONTOPOLIS YOUTH SPORTS COMPLEX. IT IS CO-HOSTED BY PODER, THE AUSTIN PARKS FOUNDATION, THE LADY BIRD WILDFLOWER CENTER AND AUSTIN ENERGY. THE ROY GUERRERO COLORADO RIVER PARK PROVIDES 363 ACRES OF QUIET PATHS, OPEN FIELDS AND A GLIMPSE OF HUNDREDS OF NATIVE CENTRAL TEXAS SPECIES TO THE EAST AUSTIN COMMUNITY. ABOUT 40 ACRES OF THE PARK LIES ON THE NORTH SIDE OF THE RIVER AND IS DESIGNATED AS NATURE PRESERVE. THE PARK AND THE PRESERVATION OF THE COLORADO RIVER REPRESENTS A SIGNIFICANT ACHIEVEMENT MADE BY THE CITY IN COOPERATION WITH THE KEEPERS TO PROTECT AUSTIN'S NATURAL HABITAT FROM DEVELOPMENTAL DAMAGE AND A BOOMING POPULATION. IT IS ALSO A STRONG STEP IN INCREASING ACCESS TO CLEAN AND SAFE PARKLAND AND RECREATIONAL FACILITIES TO THE RESIDENTS EAST OF I-35. BORDERED BY A DAM, MONTOPOLIS DRIVE, RIVERSIDE DRIVE AND THE NORTH SHORE OF THE COLORADO RIVER, THIS AREA IS THE LAST WILD AND UNDISTURBED RIVER SETTING IN THE CENTRAL SETTING AND THE ONLY ONE IN EAST AUSTIN. THE ANNUAL FESTIVAL DELAS PLANTAS IS ONE OF THE MOST SUCCESSFUL EVENTS HELD IN THE PARK, WHICH BRINGS PEOPLE TOGETHER TO CELEBRATE THE RELATIONSHIP BETWEEN NATURE AND CULTURES FROM PRACTICES TO RECENT ACTIVITIES SUCH AS NEW TREE PLANTING. THIS YEAR THEY WILL BE TAUGHT ABOUT

MEDICINAL PLANTS AND JOHN DROMGULD ON ORGANIC GARDENING. THERE WILL BE MUSICIANS AND CHOIRS AND POETRY PERFORMANCES BY PODER AND THE TEXAS YOUTH WORK COLLECTIVE. WE WILL BEGIN THE DAY WITH A BLESSING AND (INDISCERNIBLE). THERE WILL BE FOOD, LOCAL VENDORS, GUIDED NATURE WORKS, MURAL PAINTINGS, CHILDREN ARTS AND CRAFTS AND GREAT ENTERTAINMENT. SO PLEASE JOIN US FOR OUR THIRD ANNUAL FESTIVAL DELAS PLANTAS ON SATURDAY OCTOBER 15TH FROM NINE A.M. UNTIL FOUR P.M. LOCATED AT 800 GROVE STREET NEAR MONTOPOLIS YOUTH COMPLEX.

Mayor Wynn: THANK YOU. SUSANA ALMANZA? WELCOME. YOU WILL HAVE PLEA THINTS AND YOU WILL -- MINUTES AND -- YOU WILL HAVE THREE MINUTES AND YOU WILL BE FOLLOWED BY JEFF TRIGGER.

GOOD AFTERNOON, MAYOR AND CITY COUNCILMEMBERS. I'M SUSANA ALMANZA WITH PODER, PEOPLE ORGANIZED IN DEFENSE OF EARTH AND HER RESOURCES. FIRST I WANT TO GIVE MY CONDOLENCES TO THE CHRISTOPHER VENSSENSIO FAMILY AND FRIENDS AND ALSO MY MICHAEL CLARK'S FAMILY WHO WAS RECENTLY ALSO KILLED BY THE POLICE. YOU HEARD THIS SUMMER OUR YOUNG SCHOLARS FOR JUSTICE CAME BEFORE YOU SAYING YOU NEED TO INCREASE THE BUDGET OF THE PARKS AND RECREATION DEPARTMENT BECAUSE EACH YEAR YOUTH SERVICES HAVE BEEN SLASHED. AND WE NEED A LOT OF ASSISTANCE OUT IN THE COMMUNITY TO KEEP OUR YOUTH AND OUR CHILDREN INVOLVED AND DOING PRODUCTIVE ACTIVITIES AND WORKING ON TEAM BUILDING. AND SO YOU REALLY NEED TO LOOK AT THAT REPORT WHAT THE YOUNG SCHOLARS FOR JUSTICE PRESENTED. I'M ALSO HERE TO TALK ABOUT -- LAST MONTH I PRESENTED WHAT HAPPENING IN EAST AUSTIN ON THE CRITICAL HOUSING PRICES THAT'S HAPPENING, AND I'M REALLY DISAPPOINTMENTED AND I'M REALLY ASHAMED BECAUSE PEOPLE ACT -- I KNOW EVERY ONE OF YOU KNOW ALL YOU HAVE TO DO IS DRIVE DOWN EAST AUSTIN AND SEE WHAT'S HAPPENING. YOU KNOW CONDOS AND LOFTS FROM 185,000 TO 2 \$285,000 ARE BEING BUILT. THAT THE LAND VALUES IN THE CESAR CHAVEZ AREA HAS INCREASED BY 400 PERCENT. THAT THE PEOPLE, TAX BILLS HAVE INCREASED BY 123 PERCENT AND THAT WE ARE BEING

DISPLACED OUT OF THE EAST AUSTIN, WHICH IN THE 1928 MASTER PLAN FORCED US TO MOVE TO EAST AUSTIN, AND NOW WITH ALL THE SMART GROWTH AND BRINGING THE GROWTH BACK INTO THE URBAN CORE OF THE CITY, BECAUSE PEOPLE ARE TIRED OF COMMUTING FROM THE OUTER CORE, THERE IS NO RESPECT FOR PEOPLE WHO HAVE BEEN THERE FOR GENERATIONS WHO HAVE MADE EAST AUSTIN THEIR HOME. I'M THANKFUL THAT THIS MONDAY THE HUMAN RIGHTS COMMISSION PASSED A RESOLUTION, AND I DON'T KNOW IF YOU ALL HAVE RECEIVED IT. THEY SAID THAT THEY WOULD FORWARD THAT RESOLUTION WITH THE COVER LETTER ASKING THAT A 90 DAY MORATORIUM TAKE PLACE ON CONDOS AND LOFTS TO THIS CRITICAL HOUSING -- UNTIL THIS CRITICAL HOUSING CRISIS IS LOOKED AT BY THE CITY COUNCIL. I DON'T WANT Y'ALL TO SIT UP THERE AND PRETEND THAT THIS IS NOT HAPPENING. THE POOR AND THE WORKING POOR ARE BEING DRIVEN OUT OF THE EAST AUSTIN. THAT'S VERY CLEAR. WE BROUGHT THE HOUSING SURVEY THAT YOU ALSO RECEIVED THAT WAS DONE THAT PEOPLE FELT THEY KNEW IT, THEY'RE LIVING IT, THEY'RE BEING SQUEEZED OUT OF EAST AUSTIN. NOW THIS WE HAVE THIS GENTLEMAN TALKING ABOUT ECONOMIC DEVELOPMENT. ECONOMIC DEVELOPMENT FOR WHO? THERE'S NO USE IN HAVING A LOT OF ECONOMIC DEVELOPMENT IF IT'S NOT FOR THE COMMUNITY THAT'S PRESENTLY THERE. AND IT DOES NO GOOD IF WE CAN NO LONGER LIVE IN THAT PARTICULAR COMMUNITY. NOW, YOU HAVE TO TAKE A BOLD STAND. YOU KNOW THE REPORT ARE OUT THERE THAT WHAT'S HAPPENING NOW WITH THE ZONING, THE NEW NEIGHBORHOOD PLANNING, WITH THE COMMERCIAL SERVICES, MIXED USE AND JUST LATELY THE SALTILLO REDEVELOPMENT PLAN YOU'RE GOING TO SEE, PEOPLE ARE PUSHING. IF YOU WANT MORE AFFORDABLE HOUSING, GIVE US MORE HEIGHT. AFFORDABLE HOUSING, HEIGHT. I DON'T THINK IT'S A GOOD TRADE-OFF, BUT I REALLY WOULD WISH THAT YOU LISTEN TO THE HUMAN RIGHTS COMMISSION AND TAKE ACTION. THANK YOU.

Mayor Wynn: THANK YOU, MS. ALMANZA. JEFF TRIGGER, WELCOME. YOU WILL HAVE THREE MINUTES AND BE FOLLOWED BY RICHARD HALPIN.

I'M PLEASED TO BE HERE TODAY TO BRING AN AWARD AND

PRESENT IT TO YOU ON BEHALF OF THE CITY. I HAD THE PLEASURE OF GOING TO DENVER TO RECEIVE THIS WITH OUR BEAUTIFUL WEATHER, I'D MUCH RATHER BE HERE. THIS AWARD WAS PRESENTED TO THE DOWNTOWN AUSTIN ALLIANCE AND THE CITY OF AUSTIN IN RECOGNITION OF A PROJECT THAT WE DID THAT WAS EVALUATED TO BE EXEMPLARY BY THIS ORGANIZATION. THIS IS THE 20TH YEAR. THE INTERNATIONAL DOWNTOWN ASSOCIATION HONORED EXEMPLARY PROJECTS IN THE FIELD OF DOWNTOWN REVITALIZATION. THIS IS THE WORLD LEADER IN DOWNTOWN EVALUATIONS, AND THEY RECOGNIZED A PROJECT THAT THE CITY OF AUSTIN AND THE DOWNTOWN ALLIANCE WORKED ON TOGETHER, SPECIFICALLY SUE EDWARDS AND MICHAEL KNOX REPRESENTING THE CITY. TOGETHER WE CONTRACTED WITH THE ECONOMIC'S RESEARCH ASSOCIATES ERA TO CREATE A EXRENS ACTIVE RE-- COMPREHENSIVE RETAIL STRATEGY FOR DOWNTOWN. IT INCLUDED FIVE TASKS, INFRASTRUCTURE REDEVELOPMENT AND RETAIL INVENTORY, RETAIL DEMAND ANALYSIS, MARKET STRATEGY ADEVELOPMENT, BARRIERS TO ENTRY WITH RECOMMENDATION FOR IMPLEMENTATION. THE TWO MAIN POINTS TO ME THAT WERE -- BROUGHT IN ADDITION TO ACTUALLY INVENTORYING ALL THE BARRIERS AND OPPORTUNITIES IN DOWNTOWN WITH THE FACT THAT WE DETERMINED THAT OVER A MILLION SQUARE FEET OF RETAIL A DEMAND EXISTS FOR DOWNTOWN. WITH THAT TYPE OF INFORMATION, WE EXPECT RELOCATIONS TO COME INTO OUR AREA AND WE'VE ALSO HIRED A RETAIL RECRUITER TO GO ALONG WITH THAT. SO IF WE CAN COMPETE WITH MALLS THAT HAVE JUST THAT, SPACE, DEMAND AND PEOPLE THAT ARE MARKETING. WE'RE VERY EXCITED ABOUT THIS. IT WAS VERY NICE TO BE RECOGNIZED BY THIS INTERNATIONAL BODY FOR THIS WORK. QUITE FRANKLY, THE WORK THAT YOU AND THE CITY STAFF HAVE DONE IN THE WAKE OF THE CURRENT DISASTERS, YOU KNOW, MAKES THIS SEEM VERY, VERY SMALL. I'M SURE THERE WILL BE HUGE AWARDS FOR THAT AND THEY'RE ALREADY COMING. AND MY CONGRATULATIONS OZ THOSE SPECIFIC THINGS, BUT IT WAS NICE EVEN PRIOR TO THAT TO KNOW THAT YOUR WORK AND THE HARD WORK OF YOUR STAFF IS BEING RECOGNIZED INTERNATIONALLY FOR DOWNTOWN. WHO DO I PRESENT THIS TO? MR.

LEFFINGWELL?

HOW MANY OF THEM DO YOU HAVE? [LAUGHTER]

THIS IS FOR YOUR LIVING ROOM, BUT IT NEEDS TO BE PASSED ALONG.

Mayor Wynn: THANK YOU. THANK YOU FOR ALL THAT YOU AND THE DOWNTOWN AUSTIN ALLIANCE ON DO. IT'S A GREAT PARTNERSHIP. WELCOME RICHARD HALPIN. YOU WILL BE FOLLOWED BY BECKY. AND A HOST OF OTHERS.

MAYOR, I HAVE TO BRING MY POTS WITH ME. BEFORE I BEGIN, I HAVE BECKY WITH ME AND SHE'S DONATED HER THREE MINUTES TO ME AS PART OF OUR DISCUSSION WITH YOU ABOUT ENERGY.

Mayor Wynn: FAIR ENOUGH.

MOVING RIGHT ALONG, I WANT TO TELL YOU THAT I ALSO HAVE WITH MEDINA BUYERSON. AND THESE AND SUSAN OVERBE FROM THE CITY LEADERSHIP AND FROM THESE MEN AND WOMEN THAT ARE PART OF THE FANTASTIC COMMUNITY THAT WE ALL LIVE IN. I'M HERE TODAY, COUNCILMEMBERS, AND STAFF, TO TALK TO YOU ABOUT INVESTMENTS THAT YOU'VE MADE AND TO GIVE YOU A REPORT ON THOSE INVESTMENTS. YOU SPEND A LOT OF MONEY AND PEOPLE DON'T EVER COME BACK TO YOU AND SAY WHAT HAPPENED WITH THE MONEY YOU SPENT. SO HERE TODAY I'M HERE TO TALK TO YOU ABOUT THE RETURN ON INVESTMENT. AND WE ARE ALL HERE TO DO THAT AS WELL. YOU'VE MADE INVESTMENTS THROUGH YOUR CDC, THROUGH YOUR NEIGHBORHOOD HOUSING, THROUGH YOUR AUSTIN ENERGY DEPOSIT, THROUGH YOUR HEALTH AND HUMAN SERVICES, THROUGH YOUR PARKS AND RECREATION. THE BUILDING THAT WE PURCHASED AND ACQUIRED THROUGH THE SUPPORT FROM THE COMMUNITY DEVELOPMENT CORPORATION AND WHAT WE'VE DONE TO THAT WITH THE CITY ENERGY DEPARTMENT I THINK SPEAKS TO THE COUNCIL'S VISION OF A CLEAN ENERGY CITY. SO IF YOU'LL ROLL THAT TAPE FOR US, PLEASE. WHILE THE TAPE'S BEING PREPARED TO ROLL, I'LL JUST SHARE WITH YOU THAT AT THIS BUILDING WE'RE GOING TO BE TEACHING

ENTREPRENEURISM AND BUSINESS DEVELOPMENT, A VISION THAT NOT ONLY ALL THE COUNCILMEMBERS HAVE HAD, BUT CERTAINLY COUNCILMEMBER DUNKERLEY HAS HAD AND HAS PROMOTED ALONG WITH COUNCILMEMBER THOMAS AND OTHERS. WE BELIEVE THAT AUSTIN IS A CLEAN ENERGY CITY AND WE BELIEVE THAT THERE ARE A LOT OF NEW ENERGY BUSINESSES THAT WILL BE DEVELOPED AND THROWN OFF BY THE NEW ENERGY INITIATIVES, AND THESE YOUNG MEN AND WOMEN BEHIND YOU TODAY ARE PART OF THE COMMUNITY THAT CREATES NEW BUSINESSES, THAT BUILDS NEW HOUSES. I KNOW THAT YOU KNOW ABOUT THE YOUNG MEN AND WOMEN WHO BUILD FIVE STAR ENERGY EFFICIENT HOMES AND BUILD THOSE HOMES FOR AFFORDABLE RATES AND SELL THOSE HOMES TO FAMILIES OF LOW WEALTH. AND I THINK WHAT COMMUNITY LEADER SUSANA ALMANZA WAS SAYING IS THAT WE NEED TO HAVE SOLUTIONS INSTEAD OF GENTRIFYING THOSE COMMUNITIES. WE NEED TO BUILD BETTER HOUSING, AND CASA VER DI HAS BUILT OVER 90 HOMES WITH YOUR SUPPORT IN AUSTIN THAT ARE FIVE STAR HOMES THAT ARE AVAILABLE FOR PEOPLE OF LOW WEALTH TO PURCHASE. SO ARE WE READY TO ROLL THAT TAPE? STILL WORKING ON IT? WELL -- OKAY. WHAT WE ALSO WANT YOU TO KNOW IS THE RETURN ON INVESTMENT IN THE WORK THAT YOU FUND HERE AT AMERICAN YOUTH WORKS AND HERE IN THE CITY IS SO CRITICALLY IMPORTANT BECAUSE NOT ONLY DO YOU GET A BIG RETURN ON THE MONEY, YOU GET A HUGE RETURN ON THE YOUNG MEN AND WOMEN WHO THEN BECOME ABLE AND PRODUCTIVE AND REMARKABLE COMMUNITY CITIZENS. OKAY? WHY DON'T YOU NEXT FOR ME THEN? I'M DISAPPOINTED IN THAT BECAUSE I WANTED TO TELL YOU THAT AUSTIN ENERGY AND MERIDIAN WORKED CLOSELY TOGETHER WITH US TO PUT A SOLAR ARRAY ON TOP OF THE BUILDING THAT WE BOUGHT AND RENOVATED AT 1911 EAST BEN WHITE BOULEVARD. SOME OF YOU CAME OUT TO THAT SITE, YOU LOOKED AT IT, DROVE AROUND IT AND SAID YES, WE WILL MAKE THIS A CLEAN ENERGY TRAINING SITE AND THE FIRST EFFORT TO MAKE THAT HAPPEN IS NOW UNDERWAY AND COMPLETED. HERE GOES THE SECOND TAPE.

PAID FOR BY YOUR TAX DOLLARS, BUT HERE IN AUSTIN,

DAVID SCOTT SHOWS US A SPECIAL PROGRAM THAT GIVES DROPOUTS NEW DREAMS. IT IS TONIGHT'S SPECIAL ASSIGNMENT.

WHAT'S THE BUZZ? ASK THIS MAN, HE DROPPED OUT OF LANIER HIGH SCHOOL IN THE NINTH GRADE.

WHY DID I QUIT? JUST WASN'T INTERESTED. I ENDED UP HAVING -- GETTING MY GIRLFRIEND PREGNANT, SO I DIDN'T REALLY HAVE TIME FOR SCHOOL AND TEACHERS WOULDN'T MAKE TIME FOR ME ANYWAY.

OR ASK MARY LOPEZ, A MOTHER OF THREE WHO LEFT BASTROP HIGH SCHOOL IN THE 10th GRADE.

IT WAS HARD BECAUSE I HAD ONE KID AND I WAS PREGNANT WITH ANOTHER ONE. AND IT WAS HARD FOR ME EVERYDAY TO GO TO SCHOOL AND I JUST COULDN'T TAKE IT ANY MORE, SO I DROPPED OUT AND REALLY I THOUGHT I WASN'T GOING TO GO ANYWHERE AFTER THAT.

THEY ARE PART OF AMERICAN YOUTH WORKS ENVIRONMENTAL CORPS, BUILDING AUSTIN PARKS AND TRAILS WHEN THEY'RE NOT IN SCHOOL. ACROSS TOWN, GREG DOTSON AND THE OTHERS ARE POUNDING NAILS, NOT THE STREET ANY MORE. THEY'RE PART OF AMERICAN YOUTH WORKS CASA VERDE BUILDERS.

THE ROAD I WAS ON WASN'T A BAD ROAD, BUT THE WAY IT IS NOW, I GO HERE FOR FOUR HOURS AND THEN I GO TO SCHOOL FOR FOUR HOURS, SO THAT TAKE UP MOST OF MY TIME WHERE IF I WASN'T DOING THIS I WOULD BE GETTING IN TROUBLE SOMEWHERE.

THESE KIDS ARE PUTTING UP ENERGY EFFICIENT HOMES FROM SCRATCH LIKE THIS ONE, AND THEY'RE GETTING THEIR DEGREES. THE WHOLE IDEA IS THESE YOUNGSTERS WILL SPEND HALF A DAY LEARNING IN THE CLASSROOM, BUT THEY WILL SPEND THE OTHER HALF OF THE DAY OUT HERE LEARNING WORK SKILLS AND A WORK ETHIC.

THEY ATTEND CLASS AT TWO CHARTER SCHOOLS. THE AGES ARE 16 TO 26 AND THEY'RE ALL DETERMINED TO GET

THEIR DIPLOMAS OR GED. IT WAS THE BRAINCHILD OF RICHARD HALPIN.

IF WE DON'T HELP THEM BECOME PRODUCTIVE CITIZENS, IF WE DON'T HELP THEM BECOME TAX GENERATORS INSTEAD OF TAX SPENDERS, IF WE DON'T HELP THEM SAVE THEIR LIVES, THEY BECOME THE POPULATION OF DESPAIR. THEY BECOME THE POPULATION THAT WILL HAUNT US FOR OUR VERY FUTURE.

THESE YOUNG PEOPLE HAVE NOW DISCOVERED A PATH OUT OF THE WILDERNESS, A FUTURE WITH CHOICES.

MOSTLY I TAKE THE EDUCATION WHERE THEY GIVE ME AND I THOUGHT ABOUT BECOMING AN AUTOMOTIVE TECHNICIAN, BUT THERE ARE SO MANY ACTIVITIES THAT I HAVEN'T REALLY HAD A CHANCE TO SIT DOWN AND THINK APPROXIMATE IT, SO MANY THINGS.

IF I DON'T GET INTO NURSING, I WANT TO BE A CASE WORKER FOR LIKE CPS, HELPING KIDS OUT, STUFF LIKE THAT. I'M NOT SURE YET BECAUSE THERE'S A LOT THAT I CAN DO.

DAVID SCOTT, CBS 42, COMPUTER SCIENCES.

HERE'S ANOTHER WAY THE DROPOUT PROBLEM AFFECTS YOU, TWO-THIRDS OF THE PRISON INMATES ARE HIGH SCHOOL DROPOUTS. ... LOST TAX REVENUES AND OTHER COSTS FOR WELFARE, UNEMPLOYMENT, JOB TRAINING AND INCARCERATION.

IT REALLY DOES AFFECT ALL OF US. [ONE MOMENT, PLEASE, FOR CHANGE IN CAPTIONERS]

ESPECIALLY SUCH AS YOU SAW IN -- ACTUALLY IN SOLAR, IN ENERGY, IN CRIME, IN WELFARE, AND IT'S A GREAT WAY TO MAKE OUR YOUTH PRODUCTIVE CITIZENS AND GENERATE TAX SAVINGS. WE THANK YOU SO MUCH FOR YOUR SUPPORT. AND WE PLEAD THAT YOU ALSO DOUBLE YOUR INVESTMENT IN THE FUTURE IN PEOPLE LIKE THIS. OUR MANTRA AT AMERICAN YOUTH WORKS IS DOUBLE YOUR INVESTMENT, DOUBLE YOUR FUN, WITH AMERICAN YOUTH

WORKS DAUGHTERS AN AND SONS. THANK YOU. [APPLAUSE
]

THANK YOU ALL VERY MUCH.

Mayor Wynn: RICHARD, WELL DONE AS ALWAYS.

Mayor Wynn: THANK YOU, RICHARD, OUR LAST SPEAKER IS MR. LEONARD MANN. I SAW LEONARD EARLIER. LEONARD MANN WANTED TO ADDRESS US REGARDING 12th STREET AS WELL. BY CHANCE DID BERYL SPAWTALL MAKE IT BACK IN OR LEONARD MANN? THANK YOU ALL VERY MUCH. SO COUNCIL THAT'S ALL OF OUR CITIZENS WHO WANTED TO ADDRESS US DURING CITIZENS COMMUNICATION. SO WITHOUT OBJECTION, WE HAVE NO POSTED ACTION ITEMS FOR A WHILE BECAUSE WE STILL WANTED TO TAKE UP THE BILLBOARD ITEM IN CLOSED SESSION. SO WITH THAT -- WITHOUT OBJECTION WE WILL GO BACK INTO CLOSED SECTION PURSUANT TO SECTION 551.071 OF THE OPEN MEETINGS ACT TO TAKE UP POTENTIALLY ITEM 63 RELATED TO BILLBOARDS, 65 RELATED TO JEFF WHITE VERSUS CITY OF AUSTIN LAWSUIT, AND POTENTIALLY 67 RELATED TO COLLECTIVE BARGAINING. WE ARE NOW IN CLOSED SESSION. THANK YOU. MAYOR WE ARE OUT OF CLOSED SESSION.

Mayor Wynn: WE ARE OUT OF CLOSED SESSION. IN EXECUTIVE WE TOOK UP ITEMS 63 RELATED TO BILLBOARDS, 65 RELATED TO JEFF WHITE VERSUS THE CITY OF AUSTIN, 66 RELATED TO OUR SMOKING ORDINANCE AND 67 RELATED TO COLLECTIVE BARGAINING. NO DECISIONS WERE MADE. BUT COUNCIL, BASED ON OUR DISCUSSION IN CLOSED SESSION ON ITEM NUMBER 65, THERE IS A RELATED ACTION ITEM I BELIEVE POSTED AS ITEM NUMBER 68. I'LL RECOGNIZE CITY ATTORNEY DAVID SMITH.

MAYOR AND COUNCIL, ITEM 68 RELATES TO A LAWSUIT THAT WAS FILED AGAINST THE CITY. IT'S AN EMPLOYMENT CLAIM THAT CONCERNS ALLEGED RETALIATION AGAINST AN AUSTIN POLICE OFFICER. WE DISCUSSED THE SITUATION IN DETAIL IN CLOSED SESSION. THERE IS A PROPOSED SETTLEMENT OFFER. THE PAYMENT OF A TOTAL OF \$200,000, \$100,000 TO DETECTIVE WHITE, AND \$100,000 TO HIS

ATTORNEY. AND WE RECOMMEND APPROVAL OF THAT PROPOSED SETTLEMENT.

Mayor Wynn: THANK YOU, MR. SMITH. QUESTIONS, COMMENTS, COUNCIL? IF NOT, I'LL ENTERTAIN A MOTION ON ITEM NUMBER 68 AS PRESENTED BY THE CITY ATTORNEY. MOTION MADE BY COUNCILMEMBER DUNKERLEY, SECONDED BY COUNCILMEMBER LEFFINGWELL TO APPROVE ITEM NUMBER 68 AS PRESENTED BY CITY ATTORNEY. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF FOUR TO ZERO WITH COUNCILMEMBERS KIM, ALVAREZ AND MCCracken TEMPORARILY OFF THE DAIS. THANK YOU VERY MUCH. SO COUNCIL, THAT TAKES US TO OUR 2:00 O'CLOCK BRIEFING, AND WE'LL WELCOME MR. ROGER DUNCAN FROM AUSTIN ENERGY.

THANK YOU, MAYOR AND COUNCIL. THIS IS A STATUS REPORT ON OUR CURRENT AUSTIN AIR QUALITY PROGRAM, AND WE'LL GO THROUGH THE PROGRAM AND WHERE WE'RE STANDING TODAY. IN GENERAL THE POLICY DIRECTION FOR AIR QUALITY THAT THE CITY IS UNDERTAKING IS A CULMINATION OF TRIP REDUCTION MEASURES SUCH AS FREE BUS RIDES AND SO FORTH, FLEET AND MULE MEASURES TO REDUCE EMISSIONS AND REGIONAL COOPERATION WITH THE CLEAN AIR FORCE AND THE CLEAN AIR ACTION PLAN. THE SOURCES THAT WE ARE COMBATting ARE FOUR GENERAL AREAS. THE ON ROAD SOURCES, THERE 675,000 VEHICLES REGISTERED IN TRAVIS COUNTY. NON-ROAD SOURCES SUCH AS CONSTRUCTION EQUIPMENT, AIRPORT VEHICLES, LOCOMOTIVE AND SUCH. POINT SOURCES SUCH AS THE POWER PLANT AT THE UNIVERSITY OF TEXAS AND OTHER SOURCES SUCH AS DOMESTIC GAS WATER HEATERS, STOVES AND LANDSCAPING EQUIPMENT. OUR CLEAN AIR ACTION PLAN HAS EIGHT RULES THAT ARE ESTABLISHED BY THE STATE AND APPROXIMATELY 40 VOLUNTARY KS THAT MAKE UP THE PLAN. THE REST OF THIS PRESENTATION DESCRIBED THE ACTION THE CITY OF AUSTIN HAS ADDRESSED IN TRYING TO MEET THE

REQUIREMENTS OF THE CHEEN AIR ACTION PLAN. ALSO, I WANT TO POINT OUT THAT COUNCIL HAS SPEEFD A SPREADSPREADSHEET. IN THAT NOTEBOOK EACH GOAL IS SPECIFICALLY LISTED, THE COUNCIL RESOLUTIONS ARE SPECIFICALLY LISTED AND HOW WE ARE DOING ON IECH MEASURE -- EACH MEASURE TAKEN BY THE COUNCIL IS IN THAT BACKUP MATERIAL. GENERALLY THE STATE RULES THAT WE ARE UNDER IN THE CLEAN AIR ACTION PLAN, AND THERE ARE EIGHT OF THEM, VEHICLE INSPECTION AND MAINTENANCE, WHICH THE COUNCIL IS VERY WELL AWARE OF, THE LARGE TRUCK IDLING RESTRICTIONS, AND THIS REFERS TO THE ORDINANCE THAT THE COUNCIL RECENTLY PASSED ON THE IELGDING -- EELGDZING SITUATION. TEXAS EMISSION REDUCTION PLAN IS A PLAN THAT INCLUDES THE ENERGY CONSERVATION EFFORTS OF THE CITY, THE BUILDING CODE REQUIREMENTS AND GRANTS THAT THE CITY HAS RECEIVED TO CLEAN UP DIESEL ENGINES, TO RETROFIT DIESEL ENGINES IN THE CITY AS WELL AS SOME OF THE PURCHASES THAT WE HAVE MADE IN THE PAST OF DIESEL FUEL. THERE'S ALSO SENATE BILL FIVE WHICH INCLUDES THE ENERGY EFFICIENCY MEASURES FOR ALL MUNICIPAL BUILDINGS. STAGE ONE VAPOR RECOVERY REFERS TO RECOVERING THE VAPORS DELIVERED TO GAS STATION. DEGREASING, WE REQUIRE THE ENCLOSURE OF DEGREASING ACTIVITIES OR TO USE WATER BASED DEGREASING THROUGHOUT THE CITY. WE ALSO HAVE RESTRICTIONS ON CODE FAULT PATCHING AND REPAIR. THIS CANNOT BE DONE DURING THE OZONE SEASON. AND THEN THE USE OF LOW EMISSION FWAS CANS. ALL OF THESE ARE REQUIRED BY THE STATE AND WE'RE FOLLOWING THOSE RULES. WE ALSO HAVE SEVERAL VOLUNTARY ACTIONS IN OUR CLEAN AIR ACTION PLAN FOR BOTH ON ROAD AND POINT SOURCES. FOR ON ROAD SOURCES WE HAVE ALTERNATIVE FUEL PROGRAMS WHERE WE ARE BUYING PROPANE VEHICLES AND WORKING TO OBTAIN C AND N VEHICLES AND -- C AND G VEHICLES AND WORKING TO OBTAIN A C AND G WORKING STATION. THERE ARE 30 HYBRID VEHICLES THAT HAVE BEEN PURCHASED BY THE CITY SO FAR WITH PLANS TO PURCHASE MORE. PROPER SIZING OF THE VEHICLES FOR THE JOB REQUIRED IS PART OF OUR PLAN. ALTERNATIVE COMMUTE OPTIONS SUCH AS CAR POOLING AND BICYCLING ARE PART OF OUR PROGRAM

THAT WE ENCOURAGE AMONG EMPLOYEES. AND THEN WHEN WE EXPAND THIS TO A REGIONAL BASIS AND WORK WITH THE SURROUNDING COUNTIES AND CITIES AS PART OF THE COMMUTE SOLUTIONS PROGRAM THAT WE HAVE ESTABLISHED WITH THEM. WE ALSO HAVE OTHER MEANS TO REDUCE TRAVEL SUCH AS DIRECT DEPOSIT INTO THE CITY EMPLOYEE ACCOUNTS, E-GOVERNMENT DEVELOPMENTS. THE TRANSPORTATION EMISSION REDUCTION MEASURES ARE THE MEASURES WE TAKE TO INCREASE EFFICIENCY AT INTERSECTIONS SUCH AS LEFT TURN LANES AND SIGNALIZATION IMPROVEMENTS AT THE INTERSECTIONS TO REDUCE THE IDLING AND STOP TIME AT INTERSECTIONS. TELEWORK PROGRAMS ARE UNDERWAY AS WELL AS A COMPRESSED WORK WEEK OF FOUR TENS IN CERTAIN DEPARTMENTS. AND THEN WE'VE INCREASED EMPHASIS ON ON TIME MAINTENANCE OF THE FLEET SERVICES WORKING TO MAINTAIN THE VEHICLES BEFORE THEY REACH THE POINT OF POLLUTING. WE ALSO HAVE VOLUNTARY ACTIONS FOR NON-ROAD SOURCES. WE PRACTICE FUELING OUR VEHICLES IN THE EVENING, WE HAVE IDLING RESTRICTIONS THAT WE ASK THE EMPLOYEES AND DEPARTMENT DIRECTOR TO NOTIFY AND EDUCATE THE EMPLOYEES AT ALL OUR FACILITIES. WE ALSO HAVE ALTERNATIVE FUELS IN PLACE AT AUSTIN-BERGSTROM INTERNATIONAL AIRPORT WITH PROPANE VEHICLES BEING IN USE THERE. AND THEN WE HAVE SEVERAL AGREEMENTS WITH THE PARKS AND RECREATION DEPARTMENT, PARTICULARLY ON OZONE ACTION DAYS FROM JULY THROUGH SEPTEMBER PARKS WILL NOT RUN GASOLINE ENGINES LESS THAN 25 HORSE POWER EXCEPT IN AN EMERGENCY. CONTRACTORS WILL BE ASKED TO MINIMIZE UNNECESSARY USE OF ALL DIESEL ENGINES ON DAYS THAT WE HAVE SET UP WITH THEM AND AGREED TO ASIDE OF TIME. THE GOLF DIVISION WILL BUY AND USE ONLY ELECTRIC GOLF CARTS AND POST SIGNS TO ENCOURAGE THAT PRIVATELY OWN GOLF CARTS BE ELECTRIC ALSO. WE ALSO HAVE VOLUNTARY ACTIONS FOR OUR POINT SOURCES DEALING WITH ELECTRIC POWER FACILITIES, LOAD SHIFTING PROGRAMS SUCH AS THERMAL ENERGY STORAGE TO MOVE THE LOAD AWAY FROM PEAK HOURS AND TO NOT BE RUNNING THE POWER PLANTS IS A LITTLE LESS DURING THE HOT OZONE PART OF THE DAYS. OUR CONSERVATION AND REBATE PROGRAMS, OUR

FACILITY IMPROVEMENTS AT CITY FACILITIES THROUGH THE LONE STAR PROGRAM AND WHAT'S UP IS AN EDUCATION PROGRAM FOR OUR EMPLOYEES TO TURN OFF COMPUTERS AND SUCH WHEN NOT IN USE AND OF COURSE THE RENEWABLES WERE UP TO 200 MEGAWATTS OF RENEWABLE CAPACITY NOW AND AS MUCH AS WE CAN BRING IN WIND POWER AND SUCH, THAT OFFSET THE FOSSIL FUEL AND THE KNOX EMISSIONS THAT CONTRIBUTE TO OUR OZONE. AND THERE ARE THE ACTIONS THAT WE ARE TAKING FOR AREA SOURCES SUCH AS ROADWAY STRIPING. WE HAVE BEEN PURCHASING LOW VOC PAINT SINCE 19 1997 AND NOW WE'RE STARTING TO USE THERMAL PLASTIC STRIPS IN LIEU OF PAINT FOR ROADWAY STRIPING. WE HAVE AN EXTENSIVE OZONE ACTION DAY EDUCATION AND OUTREACH PROGRAM. TREE PLANTING, WE'VE PLANTED 4,000 TREES PER YEAR THROUGH THE NEIGHBOR WOODS PROGRAM, AND WE HAVE ESTABLISHED A LARGE TREE CONTRACT WITH THE SCHOOL FOR THE DEAF. UNDER THE URBAN HEAT ISLAND MITIGATION ISLAND THAT ARE CODE CHANGES TO INCREASE SHADE AND PRODUCE TREES AT COMMERCIAL SITES AND THERE IS A FUTURE CODE CHANGE TO INCREASE PRODUCTIVITY ON LOW SLOPE ROOF THAT ARE COMING TO COUNCIL. WE CONTINUE TO MAKE EFFORTS IF-- TO MAKE EFFORTS IN ALL OF THESE AREAS, INCLUDING FUEL. THE HYBRID COUNCIL IS SOMETHING THE COUNCIL IS AWARE OF. TREE PLANTING, CONTRACTUAL CONTROLS ON CONTRACTOR EMISSIONS AND EXPAND OUR GREEN CHOICE PROGRAM. IN GENERAL, COUNCIL, THERE IS NO MAJOR EFFORT THAT WE ARE AWARE OF AND HAVE COMMITTED TO EITHER UNDER THE STATE RULES OR UNDER OUR VOLUNTARY ACTIONS THAT WE ARE NOT PROGRESSING ON AT SOME PACE. AGAIN, I WANT TO POINT OUT THAT THE PARTICULAR COUNCIL RESOLUTIONS FROM 1998 TO THE PRESENT ADDRESSING OUR QUALITY ARE IN YOUR BACKUP MATERIAL, AND IF YOU HAVE INTEREST IN ANY PARTICULAR POLICY, WE HAVE THE CURRENT IMPLEMENTATION OF THAT IN THE BACKUP. THAT'S MY PRESENTATION. THANK YOU.

Mayor Wynn: THANK YOU, MR. DUNCAN. QUESTIONS OF STAFF? COMMENT? COUNCILMEMBER KIM.

Kim: DO WE HAVE ANYONE SIGNED UP TO TALK ABOUT THIS

TOPIC?

Mayor Wynn: GOOD QUESTION.

WHAT THE QUESTION?

Kim: DO WE HAVE ANYONE SIGNED UP FROM THE PUBLIC TO TALK ABOUT THIS ISSUE AT ALL.

Mayor Wynn: WE GENERALLY DON'T FOR BRIEFINGS, BUT LET'S CHECK. THERE ARE NO CITIZENS WHO SIGNED UP.

Kim: ALL RIGHT.

Thomas: MAYOR? I DO HAVE A QUESTION FOR STAFF. ALL THE EFFORTS THAT YOU JUST EXPLAINED TO US, DOES AIR POLLUTION FROM THE VEHICLES AND ROAD CONSTRUCTION ACTIVITY, DOES IT HAVE EFFECT ON THE HEALTH OF PEOPLE THAT LIVE IN THE GENERAL AREA? DO YOU HAVE ANY KIND OF WAY WE MEASURE THAT AS FAR AS THE ACTIVITY, ROAD CONSTRUCTION AND IDLING AND HOW IT AFFECTS PEOPLE IN THE GENERAL AREA WHERE THAT ROAD CONSTRUCTION MIGHT BE?

I THINK THERE'S AN ASSUMPTION OF A GENERAL HEALTH IMPACT ON THE HEALTH. I DO NOT KNOW THAT WE HAVE ANY SPECIFIC HEALTH DATA RELATED TO ROAD CONSTRUCTION UKS ON THE AIR QUALITY IN SPECIFIC AREAS, AND PLEASE CORRECT ME, SOMEONE, IF I'M WRONG, BUT I DO NOT KNOW THAT WE HAVE SPECIFIC HEALTH DATA RELATING TO ROAD CONSTRUCTION TO THE IMMEDIATE AREA.

Thomas: THERE'S TWO PARTS TO THAT THEN. LOCAL AND REGIONAL ARE WE WORKING ON SOMETHING THAT WOULD ADDRESS THOSE ISSUES? BECAUSE WE HAVE SOME CONCERNS, SOME CITIZENS ARE CONCERNED.

WE HAVE RESTRICTIONS ON ROAD CONSTRUCTION DURING OZONE ACTION DAY IN WHICH THE HEALTH CONDITIONS ARE THE WORST. THINGS LIKE THEY CANNOT PUT IN COLD ASPHALT PATCHING, WHICH IS A PROBLEM DURING THE ENTIRE OZONE SEASON. WE'RE USING LOW VOC PAINTS IN

THE ROAD STRIPPING. IN SOME CASES WE'RE NOT USING PAINT AT ALL, BUT A PLASTIC STRIP THAT YOU LAY DOWN ON THE ROAD AND AVOID THAT. AND THEN THERE ARE OTHER MEASURES THAT WE PUT IN THE CONTRACTS WITH THE ROAD CONTRACTORS TO MINIMIZE THE AIR EMISSION QUALITIES, PARTICULARLY DURING THE OZONE ACTION SEASON.

Thomas: IS THERE ANY WAY IN THE NEAR FUTURE THAT YOU COULD WORK WITH OTHER DEPARTMENTS LIKE TXDOT, TXDOT -- THE STATE, TXDOT, I KNOW THE STATE DOES A LOT OF WORK AT NIGHT WITH THE ASPHALT AND RUNNING VEHICLES. IS THAT SOMETHING IN THE NEAR FUTURE THAT WE WILL BE ADDRESSING, SITTING DOWN AT THE TABLE AND SEE WHAT THEY'RE DOING AS OPPOSED TO WHAT WE'RE DOING?

WE WILL BE PURSUING THAT AND OF COURSE THE STATE HAS REGULATIONS AS WELL THAT THEY NEED TO COMPLY WITH, BUT WE WILL GET YOU N UPDATE ON EXACTLY WHAT WE'RE DOING WITH THE STATE.

Thomas: I APPRECIATE THAT. THANK YOU.

Mayor Wynn: FURTHER COMMENTS, QUESTIONS?
COUNCILMEMBER LEFFINGWELL.

Leffingwell: A COUPLE OF QUESTIONS. FIRST CLEAN DIESEL FUEL. I BELIEVE THE CITY HAD A PROGRAM AWHILE BACK TO QUEUE CLEAN DIESEL FUEL, AND WHERE DO WE STAND ON THAT AND WHAT'S THE OUTLOOK IN THE FUTURE?

WE WERE USING IT. WE DID NOT PURCHASE IT RECENTLY. FRED, DO YOU WANT TO COME UP AND GIVE AN UPDATE ON THE DIESEL FUEL?

THE LAST THREE YEARS DURING THE OZONE SEASON, THE CITY OF AUSTIN HAS BEEN USING WHAT THEY CALL TEX LED, WHICH IS LOW EMISSION DIESEL FUEL. THEY HAVE NOT ELECTED TO PURCHASE IT BECAUSE RIGHT NOW THEY ARE WAY BEHIND THE CURVE ON THE COST OF THE FUELS. THEAF SIT UP THESE CONTRACTS AT THE BEGINNING OF THE YEAR AND SET THE PRICES, AND BECAUSE OF THE

SPIKE IN THE FUEL COST THIS YEAR THERE WASN'T AN AFFORDABLE OPTION FOR THEM.

Leffingwell: WHAT IS THE PRICE DIFFERENTIAL?

IT COSTS ABOUT A NICKEL MORE A GALLON AT THE REFINERY, BUT THIS HAS TO BE DELIVERED BY TRUCK TO AUSTIN BECAUSE WE DON'T HAVE A PIPELINE THAT WILL CARRY IT AND ADDS ABOUT ANOTHER 12 TO 15 CENTS A GALLON. SO YOU'RE DEALING WITH ABOUT 20 CENTS A GALLON. WE USE A MILLION GALLONS OF DIESEL FUEL A YEAR. SO IT'S A PRETTY GOOD CHUNK. >>

LEFFINGWELL: YOU'RE KIND OF THE AIR QUALITY EXPERT, SO WHAT IMPACT DO YOU THINK -- OBVIOUSLY WE'RE ONLY TALKING ABOUT CITY VEHICLES HERE. WHAT KIND OF IMPACT WOULD THE USE OF THIS CLEANER DIESEL FUEL HAVE ON AUSTIN'S AIR QUALITY OR THE REGION'S AIR QUALITY I SHOULD SAY?

DIESEL EXHAUST PROBABLY ACCOUNTS FOR UPWARDS IN THE NEIGHBORHOOD OF 20, 25% OF OUR POLLUTION. SOURCES OF POLLUTION. AND THE LOW EMISSION DIESEL FUEL WOULD CUT THAT BY ABOUT 25%. RIGHT NOW IT HAS HAD VERY LITTLE IMPACT BECAUSE DUE TO WHETHER CHANGE -- CHANGING WEATHER PATTERNS WE'RE ACTUALLY HAVING A VERY GOOD YEAR AS FAR AS THE OZONE EXCEEDS GO. OUR AVERAGE RIGHT NOW ASSUMING THE WEATHER STAND IS PROBABLY GOING TO BE SOMEWHERE AROUND 79 FOR THIS YEAR, WHICH WOULD BRING OUR OVERALL THREE YEAR AVERAGE DOWN TO ABOUT 83, WHICH IS WELL BELOW THE FEDERAL STANDARD RIGHT NOW.

Leffingwell: SO COULD YOU BRIEFLY DESCRIBE THE -- NOT DISGUISE IT, DESCRIBE THE PROFILE OF THE CLEAN AIR ACTION COMPACT THAT WE'RE USING IN LIEU OF EPA MANDATES, IF SUCH SHOULD EVER BE THE CASE? I DON'T THINK WE'VE EXCEEDED -- WE'VE ACTUALLY MET THEIR STANDARDS FOR BECOMING NON-COMPLIANT, HAVE WE?

WELL, THE EARLY ACTION COMPACT THAT WE HAVE DONE IS THE PLAN WE HAVE PUT INTO PLACE TO GET INTO

COMPLIANCE. TCEQ HAS ACCEPTED IT, IT'S BEEN SENT TO THE EPA. WE'RE EXPECT TO GO HEAR AT THE END OF NEXT MONTH FROM THE EPA THAT IT'S BEEN ACCEPTED. AT THAT POINT WE EXPECT TO BE BACK INTO A TEAM BY 2009 IF NOT SOONER.

Leffingwell: ARE THERE BERCHG MARKS -- BENCHMARK ALONG THE WAY, STANDARDS THAT YOU HAVE TO MAKE EACH YEAR?

THERE'S A CERTAIN AMOUNT OF PROGRESS THAT YOU HAVE TO SHOW EACH YEAR. THE FEDERAL THINGS THAT ARE GOING TO GO COMING IN, LIKE THE TIER 3 3 DIESEL ENGINES WILL BE ARRIVING NEXT YEAR. VEL HAVE AN IMPACT AS VEHICLES RETOOR AND THEY GET REPLACED WITH THE NEWER ENGINES. ENGINES AND FUELS HAVE GOTTEN US INTO THIS AND IT'S GOING TO TAKE ENGINES AND FUELS TO GET OUT OF IT. AND EVERY COUPLE OF YEARS THEY GENERALLY UPGRADE THE AMOUNT OF EMISSION CONTROL THAT THERE ARE ON THOSE VEHICLES AND ALSO THE TWO CYCLE ENGINES ARE CLEANING UP SIGNIFICANTLY IN 2005 AND THEY'LL PROBABLY START SEEING MORE IMPACT FROM THAT.

Leffingwell: YEAH. I KNOW THAT'S TRUE IN THE TWO CYCLE ENGINES. I KNOW THAT SEVERAL TOOL MANUFACTURING COMPANIES HAVE STARTED DOING IT BECAUSE THEY DIDN'T FEEL LIKE THEY COULD MEET THE STANDARDS, BUT THE TOOLS ARE STILL AVAILABLE. JUST A WRAP-UP WHILE YOU'RE UP HERE, IS THERE ANYTHING THAT YOU THINK WE SHOULD BE DOING THAT WE AREN'T DOING RIGHT NOW.

ALL OF THE MAJOR EFFORTS THAT WE NEED TO DO TO ACHIEVE THE STANDARD WE'VE MADE PROGRESS ON. I THINK AS -- I THINK THERE WILL BE SOME MORE OPPORTUNITIES IN THE FEATURE TO MAKE SOME MORE PROGRESS. RIGHT NOW THE ALTERNATIVE FUELS ISSUE HAS BECOME A A STRATEGIC ISSUE NOT ONLY BECAUSE OF COST OF THE FUEL, BUT YOU DON'T WANT TO GET TIED DOWN TO ONE FUEL ANY MORE BECAUSE WE'RE WORRIED ABOUT SCARCITIES. IT DOESN'T MAKE ANY DIFFERENCE HOW MUCH THE GASOLINE COSTS IF YOU CAN'T GET IT. SO WE'RE WORKING WITH FLEET TO TRY TO GET THEM TO THEY

WILL -- THEY WILL HAVE A CONTRACT OUT ON THE STREET SOON AND WE ALREADY HAVE GRANT MONEY LINED UP TO CONVERT SOME OF OUR SOLID WASTE SERVICES TRUCKS TO NATURAL GAS. AND THAT'S A HOUSTON STEP BECAUSE THEY'RE BIG OLD DIESEL ENGINES.

Leffingwell: DO YOU HAVE ANY IDEA OF HOW MANY, WHAT PERCENTAGE?

I BELIEVE THAT THE SOLID WASTE SERVICES RUNS IN THE NEIGHBORHOOD OF 90 TO 100 TRUCKS. WE HAVE I THINK ENOUGH FWRANT MONIES SET UP THAT WE COULD CONVERT EIGHT OR NINE OF THEM RIGHT AWAY. AND HOPEFULLY ONCE WE START DOWN THIS PATH SOMETIMES IT EASIER TO GET GRANTS. ONCE THEY SEE THAT YOU'RE ACTIVE AND TRYING TO MOVE IN THAT DIRECTION. HALF OF THE MONEY IS COMING FROM ONE GRANT PROGRAM AND HALF THROUGH THE CITY'S GRANT PROGRAM.

Leffingwell: IS IS THERE ANYTHING YOU THINK WE SHOULD BE DOING IN ADDITION TO WHAT WE'RE DOING.

I THINK WE HAVE A ROW ST PROGRAM, I THINK WE'RE MAKING PROGRESS IN ALL THE AREAS. I THINK THERE ARE SOME AREAS THAT WE CAN HAVE FURTHER PROGRESS, BUT I DON'T THINK THERE'S ANY LARGE GAPS IN OUR APPROACH OR OUR EXECUTION OF THE PLAN.

OKAY, THANKS A LOT. I'VE GOT A COUPLE MORE FOR YOU? THE FIRST ONE IS COUNCILMEMBER DUNKERLEY AND I GOT A BRIEFING A COUPLE OF DAYS AGO ON RENEWABLE ENERGY IN THE FORM OF BIO GAS. AND I BELIEVE THE SOMEWHAT LOOSE PARTICULARS OF A PROPOSAL ARE OUT THERE TO INSTALL A BIO GAS POWER PLANT AT HORNS HORNSBY BEND. YOU'VE GOT THIS GOAL OF 20% RENEWABLE ENERGY BY THE YEAR 2020. WE ARE RIGHT NOW THE LEADING ENERGY COMPANY IN THE UNITED STATES FOR THE LAST THREE YEARS FOR SALE OF RENEWABLE ENERGY, AS I UNDERSTAND. DO YOU THINK BIO GAS COULD HAVE AN IMPACT, SOME SIGNIFICANT PERCENTAGE AS REQUIRED TO WIND POWER.

COUNCILMEMBER, WE'RE VERY INTERESTED IN USING THE

BIO GAS AS MUCH AS WE POSSIBLY CAN. BIO GAS IS GOOD IN THAT IT'S DISPATCHABLE. ONCE YOU START IT, IT RUNS PRETTY MUCH 24/7 WHETHER IT'S COMING FROM A WASTEWATER FACILITY OR LANDFILL MAPPING COMING OUT OF YOUR LANDFILLS. AND WE ARE SPECIFICALLY INTERESTED IN LOOKING AT THE HORNSBY FACILITY AND THE METHANE. ON THE OTHER HAND, IN TERMS OF OVERRULE POWER THERE'S A -- OVERALL POWER, THERE'S A RELATIVELY SMALL AMOUNT THAT'S CURRENTLY COMING FROM BIO GAS AND THERE'S A VERY LITTLE POTENTIAL FROM THESE INDIVIDUAL FACILITIES. AS AN EXAMPLE, WE ARE TAPPING INTO LAND FIELDS O.O. LANDFILLS NOT ONLY IN ONE, BUT IN SAN ANTONIO AND NEARBY HOUSTON AND PLANNING TWO UP NEAR PLANO. ALL OF THAT'S GETTING US ABOUT 16 MEGAWATTS OF ENERGY COMPARED TO AROUND 185 MEGAWATTS WE'RE GETTING RIGHT NOW FROM OUR WIND OR WILL BE BY THE END OF THE YEAR. WE ARE INTERESTED IN LOOKING AT BIO FUEL FACILITIES OF THE LARGER TYPE THAT MAY BE USED IN TERMS OF A SWITCH GAS OR GAS TYPE OF FUELS THAT CAN BE USED IN A TURBINE AND USED IN 50-MEGAWATT FACILITIES. BUT THE AMOUNT COMING FROM A WASTEWATER TREATMENT PLANT OR A LANDFILL ARE RELATIVELY SMALL AMOUNTS IN THE BIGGER SCHEME OF POWER.

Leffingwell: HORNSBY BEND IS SORT OF A CENTRAL COLLECTING POINT FOR SLUDGE, SO I GUESS THAT'S BEING EXPLORED AS A POSSIBLE SITE.

YES. AND WE HAVE BEEN LOOKING AT THAT AND WE'RE VERY INTERESTED IN DOING THAT AND PURSUING IT, AND IT'S WORTHWHILE, BUT IT'S NOT GOING TO BE PRODUCING VERY MANY MEGAWATTS OF ENERGY.

Leffingwell: YOU MENTIONED THE TREE PLANTING AT 4,000 TREES PER YEAR. DO YOU THINK THAT'S ADEQUATE?

WE ALWAYS ARE LOOKING FOR OPPORTUNITIES TO PLANT MORE TREES, PARTICULARLY WITH OUR LARGE TREE CONTRACTS. AND WE ARE LOOKING AT WAYS THAT WE CAN INCREASE THAT ABOVE THE 4,000 THAT WE PLANTED LAST YEAR. [ONE MOMENT, PLEASE, FOR CHANGE IN CAPTIONERS] BOTH VOLUNTARY AND NON-VOLUNTARY COMMITMENTS,

ADDING NEW PROGRAMS. I DON'T THINK THERE'S ANY ONE AREA THAT IS NOT SIGNIFICANTLY MOVING FORWARD AT THIS TIME. OVER TIME WE WILL CONTINUE TO TRY TO FIND NEW WAYS, NEW [INDISCERNIBLE]

WELL, I WOULD LIKE TO JUST CONCLUDE BY COMMENDING YOU FOR THE -- AND AUSTIN ENERGY FOR THE JOB THAT YOU HAVE DONE AND -- IN MAKING THIS CITY THE RENEWABLE ENERGY CAPITAL OF THE WORLD. CAN WE SAY THAT? WE ARE TALKING ABOUT THE WORLD BECAUSE I KNOW YOU DO A LOT OF INTERNATIONAL WORK, TOO. SO IF ANYONE ELSE HAS ANY QUESTIONS, I WILL RELINQUISH THE FLOOR.

Mayor Wynn: THANK YOU, COUNCILMEMBER.
COUNCILMEMBER KIM?

Kim: HI, MR. DUNCAN. I WANTED TO ASK YOU ABOUT SOME STATS AND ALSO A COUPLE OF THE PROGRAMS. FIRST ONE HAS TO DO WITH A LAWN MOWER PROGRAM, ENCOURAGING PEOPLE TO BUY ELECTRIC LAWN MOWERS. THE -- THE PROGRAM WE HAVE FOR PEOPLE TO RECYCLE THEIR GAS POWERED LAWN MOWERS, CAN YOU TELL ME MORE ABOUT THAT? HOW THAT'S GOING, WHAT FUNDS DO WE HAVE ALLOCATED TO IN A.

RECYCLE WHAT, MA'AM?

LAWN MOWERS. GAS POWERED FOR ELECTRIC.

AT THE CURRENT TIME WE DO HAVE A PROGRAM ON -- ON WORKING THROUGH THE CLEAN AIR FORCE AND IN WHICH WE OFFER AND TAKE IN LAWN MOWERS AND RECYCLE THEM. WE INITIATED THAT AGAIN THIS PAST YEAR. AND WE DO IT ANNUALLY, I THINK THROUGH THE SUMMER MONTHS, THROUGH A CONTRACT WITH THE CLEAN AIR FORCE. I DO NOT HAVE STATISTICS ON THAT PROGRAM AT THIS TIME. BUT -- BUT IT'S BEEN EACH MONTH IS -- EACH YEAR IT'S BEEN EXPANDING IN THE VOLUME THAT WE HAVE REACHED. AND WE HAVE GOTTEN THE -- THE GOOD SUPPORT OF VENDOR LIKE HOME DEPOT AND OTHERS TO PARTICIPATE IN THE PROGRAM. AND IT'S -- IT'S EXPANDED. I CAN GET YOU

STATISTICS ON HOW MANY WE RECYCLED THIS PAST YEAR.

I WOULD LIKE TO KNOW THAT. ALSO WHO RUNS THAT PROGRAM WHAT DEPARTMENT OR WHAT AGENCY RUNS THAT PROGRAM?

WELL, THE AUSTIN ENERGY COORDINATES WITH THE CLEAN AIR FORCE AND THE CLEAN AIR FORCE DOES ACTUALLY RUN THE PROGRAM. THEY HAVE IN THE PAST -- IN THE PAST AUSTIN ENERGY ACTUALLY OPERATED THE PROGRAM, NOW WE CONTRACT WITH THEM. IS THAT RIGHT? YES. I DON'T THINK THERE'S BEEN A CHANGE IN THAT IN THE LAST YEAR.

Kim: OKAY. ALSO DO YOU HAVE -- I WAS LOOKING AT THE EARLY ACTION COMPACT. IT HAD SOME STATISTICS BY COUNTY IN TERMS OF EMISSIONS. DO WE HAVE ANY KIND OF SENSE OF IF EMISSIONS PER CAPITA HAS BEEN INCREASING OR DECREASING OR STEADY FOR OUR REGION?

FRED CAN ANSWER THAT.

THAT'S A TOUGH -- THAT'S A TOUGH QUESTION TO ANSWER SPECIFICALLY. BUT WHAT I'LL SAY IS THAT I KNOW THAT OVER THE LAST 10 YEARS, THIS REGION HAS BEEN ONE OF THE FASTEST GROWING AREAS IN THE COUNTRY, YET OUR -- OVER THE LAST FOUR YEARS, OUR OZONE READINGS AT THE MONITOR HAS BEEN GOING DOWN. THIS IS DUE TO MOSTLY TECHNOLOGY CHANGES IN ENGINE CONTROL AND FUEL [INDISCERNIBLE] SUPPLY AND THE WORK THAT'S -- THAT WE ARE DOING TO THE CLEAN AIR ACTION PLAN BECAUSE I KNOW THAT THE -- THAT THE NUMBER OF PEOPLE HERE HAVE INCREASED, THE NUMBER OF CARS INCREASED, THE NUMBER OF MILES PER CAR HAS INCREASED. SO IT'S BECOME ALMOST A MANNER OF CERTAINTY EMISSION PER CAPITA IS GOING DOWN. OTHERWISE OUR OZONE PROBLEM WILL BE JUST AS BAD AS HOUSTON'S. I GUESS THAT I WILL JUST LEAVE IT AT THAT.

Kim: OKAY. I WAS JUST LOOKING AT THESE NUMBERS HERE, IT HAS 1999, 2007, 2012 IN TERMS OF THE AREA SOURCE EMISSION TRENDS AND THE BREAKDOWN. AND OF COURSE TRAVIS COUNTY IS -- IS HIGHER BECAUSE WE HAVE MORE PEOPLE HERE. I'M JUST WONDERING WITH THE GROWTH IN

THE OTHER NEIGHBORING COUNTIES WHAT KIND OF EFFECT THAT WILL HAVE BECAUSE A LOT OF THEM ARE DRIVING INTO AUSTIN AND BACK AND SO I'M JUST CURIOUS AS TO -- TO WHAT THAT WILL HAVE IN TERMS OF OUR LAND USE DEVELOPMENT ON -- ON OUR EMISSIONS IN OUR AREA.

WELL, THINK GENERALLY THE BEST WAY TO MONITOR THAT IS THE OZONE MONITORS THAT WE HAVE SPREAD OUT THROUGHOUT THE REGION. AND THE FACT THAT WE'VE HAD AN INCREASE IN POPULATION IN THE AREA. AND AN INCREASE IN VEHICLES AND VEHICLE MILE TRAVELS, YET OUR TOTAL VIOLATIONS OF THE OZONE ACTION, OF THE OZONE REQUIREMENTS HAS NOT EXCEEDED AND WE HAVE NOT GONE INTO NON-ATTAINMENT, IMPLY THAT'S THERE HAS TO BE A REDUCTION IN THE PER CAPITA AND COUNTY USE IN ORDER TO -- TO OBTAIN THAT.

Kim: YEAH. I THINK THIS IS JUST A GOOD REMIND FOR THE COUNCIL ANYTHING WE CAN DO TO ENCOURAGE PEOPLE TO LIVE CLOSER IN, IN REDUCING THE COMMUTING TIMES AND THE MILES DRIVEN, WILL DOES CONTRIBUTE TO KEEPING US CLEAN IN TERM OF OUR AIR. SO -- SO I ALSO HAD A QUESTION ABOUT THEIR -- THERE WAS SOMETHING ABOUT THE URBAN HEAT ISLAND AND THERE'S AN INITIATIVE FOR 50% CANOPY COVERAGE WITHIN 15 YEARS. WHO SET THAT AND IS THAT A POLICY SET BY THE COUNCIL OR IS THAT A POLICY FOR THE REGION?

I BELIEVE THAT WAS THE POLICY SET BY THE COUNCIL AS PART OF THE URBAN HEAT ISLAND MITIGATION MEASURES. YES. I FORGET TWO YEARS AGO I BELIEVE THE COUNCIL SET IT.

I WAS CON BERG ABOUT THE TIME FRAME WHY 15 YEARS. SEEMS KIND OF LONG FOR NEW PARKING LOTS. SO THAT -- THAT 50% OF THEM WILL REQUIRE CANOPY COVERAGE. 15 YEARS SEEMS LIKE A LONG TIME FRAME, I WOULD LIKE TO TAKE A LOOK AT THAT.

YES, MA'AM.

OKAY. THANK YOU.

Mayor Wynn: THANK YOU, COUNCILMEMBER. FURTHER COMMENTS, QUESTIONS? THANK YOU, MR. DUNCAN. MR. BLOOD? GOOD REPORT. SO COUNCIL THAT TAKES US -- TO OUR 3:00 POSTED AUSTIN HOUSING FINANCE CORPORATION HEARINGS, SO AT THIS TIME WITHOUT OBJECTION WE WILL RECESS THIS MEETING OF THE AUSTIN CITY COUNCIL, CALL TO ORDER THIS MEETING OF THE BOARD OF DIRECTORS, OF THE AUSTIN HOUSING FINANCE CORPORATION, AND WE'LL WELCOME MR. PAUL HILGERS.

THANK YOU, MR. PRESIDENT. AND BOARD MEMBERS. I AM PAUL HILGERS WITH THE AUSTIN HOUSING FINANCE CORPORATION, WE HAVE SIX ITEMS TO BRING BEFORE YOU TODAY AND THE FIRST ITEM TO APPROVE THE MINUTES OF THE AUGUST 4th 2005 BOARD MEETING OF THE AUSTIN HOUSING FINANCE CORPORATION.

Mayor Wynn: I'LL ENTERTAIN A MOTION. MOTION MADE BY BOARD MEMBER DUNKERLY, SECONDED BY BOARD MEMBER MCCracken TO APPROVE THE ITEM NO. 1 AS POSTED. ALL THOSE IN FAVOR PLEASE SAY AYE?"

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 5-0 WITH THE VICE-PRESIDENT AND BOARD MEMBER LEFFINGWELL OFF THE DAIS.

THANK YOU. AHFC ITEM NO. 2 IS REPRESENTED TO 15 ON THE CONSENT AGENDA THIS MORNING, TO APPROVE A RESOLUTION APPROVING THE FISCAL YEAR 2005-2006 AUSTIN HOUSING FINANCE CORPORATION GRANT OPERATING BUDGET IN THE AMOUNT OF 13,811,744 AND THE HOUSING ASSISTANCE FUND BUDGET IN THE AMOUNT OF \$1,370,753 FOR A TOTAL BUDGET NOT TO EXCEED 15,182,497. DIRECTING STAFF TO DEVELOP PROGRAM GUIDELINES FOR THE NAMED HOUSING RAM FOR FISCAL YEAR 2005-2006 AND ESTABLISHING ADMINISTRATIVE APPROVAL LIMITS FOR HIS GENERAL MANAGER. THIS IS ESSENTIALLY THE BUDGET FOR THE AUSTIN HOUSING FINANCE CORPORATION. WHICH WAS INCORPORATED THROUGH OUR CONSOLIDATED PLANNING PROCESS AND SO WE BRING THAT TO YOU TODAY FOR YOUR APPROVAL.

Mayor Wynn: THANK YOU, MR. HILGERS, QUESTIONS,

COMMENTS? MS. BROWN, I DON'T HAVE THE ABILITY TO CALL UP MY SCREEN RIGHT NOW. ANY SPEAKERS SIGNED UP ON ANY OF THESE AHFC ITEMS? THANK YOU. AND COUNCILMEMBER ALVAREZ? BOARD MEMBER ALVAREZ.

I WAS GOING TO MOVE APPROVAL.

MOVES APPROVAL OF AHFC ITEM 2. SECONDED BY BOARD MEMBER LEE -- KIM. THAT'S TOUGH TO DO. FURTHER COMMENTS? QUESTIONS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 6-0 WITH THE VICE-PRESIDENT OFF THE DAIS.

THANK YOU. AHFC ITEM NO. 3 IS TO AUTHORIZE THE NEGOTIATION AND EXECUTION OF A ONE YEAR SERVICE AGREEMENT WITH THE CITY OF AUSTIN IN AN AMOUNT NOT TO EXCEED \$15,182,497 TO FUND THE CORPORATION'S MANAGEMENT AND OPERATION OF VARIOUS CITY HOUSING PROGRAMS FOR FISCAL YEAR 2005-2006, INCLUDING TENANT BASED RENTAL ASSISTANCE, RENTAL HOUSING DEVELOPMENT ASSISTANCE, ARCHITECTURAL BARRIER REMOVAL, HOME BUYER LENDING ASSISTANCE, ACQUISITION AND DEVELOPMENT, ARCHITECTURAL BARRIER REMOVAL FOR HOMEOWNERS, EMERGENCY HOME REPAIR, REHABILITATION PROGRAM AND THE MATERIAL GRANTS PROGRAM. THIS IS THE AGREEMENT BETWEEN THE CITY OF AUSTIN AND THE AUSTIN HOUSING FINANCE CORPORATION THAT ALLOWS US TO IMPLEMENT THE CITY'S HOUSING PROGRAMS, IT IS A CONTINUATION OF THE RELATIONSHIP WE HAVE HAD FOR MANY YEARS AND WE BRING THIS TO YOU FOR YOUR APPROVAL AS WELL.

Mayor Wynn: THANK YOU, MR. HILGERS, QUESTIONS, COMMENTS, BOARD? IF NOT I'LL ENTERTAIN A MOTION.

MOVE APPROVAL.

MOTION BY BOARD MEMBER ALVAREZ, SECONDED BY DUNKERLY TO APPROVE AHFC ITEM NO. 3. OBVIOUSLY

THESE ARE BIG NUMBERS AND THERE'S ESSENTIALLY NO DISCUSSION GOING ON ABOUT THIS IN PART BECAUSE WE'VE HAD THIS MONTHS LONG LENGTHY VERY PUBLIC AND ORGANIZED PROCESS THAT MR. HILGERS AND HIS STAFF BRINGS THESE ITEMS TO US TODAY. BUT THEY ARE CAREFULLY LAID OUT, THOUGHT OUT, DEBATED THROUGHOUT THE COMMUNITY FOR MONTHS, WE REALLY ARE FRANKLY FORMALLY APPROVING WHAT HAS BEEN A VERY WELL STRUCTURED PROCESS.

THANK YOU, THANK YOU, MR. PRESIDENT.

MOTION AND SECOND ON THE TABLE TO APPROVE AHFC ITEM NO. 3. ALL IN FAVOR?

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 6-0 WITH THE VICE-PRESIDENT OFF THE DAIS.

AHFC ITEM NO. 4 IS A LITTLE DIFFERENT ITEM. IT IS TO APPROVE THE NEGOTIATION AND EXECUTION OF A \$2 MILLION LINE OF CREDIT FROM WELLS FARGO BANK OF TEXAS TO PROVIDE INTERIM FINANCING TO DEVELOP INFRASTRUCTURE IMPROVEMENTS TO LAND OWNED BY THE CORPORATION AND TO CONSTRUCT AFFORDABLE HOUSING UNITS FOR SALE TO FAMILIES EARNING LESS THAN 80 PERCENT OF THE AUSTIN M.F.I. THIS LINE OF CREDIT WILL BE USED TO FINANCE THE DEVELOPMENT OF INFRASTRUCTURE IMPROVEMENTS AND PRIMARILY FOR INTERIM CONSTRUCTION OF AFFORDABLE HOMES FOR FAMILIES EARNING LESS THAN 80% OF THE MIGHT HAVE INCOME. IT'S AN ATTEMPT TO MAXIMIZE THE LEVERAGING POWER OF OUR GRANT FUNDS AND WE HAVE EXPLORED THE USE OVER -- SEVERAL MONTHS, ACTUALLY, FOR THE USE OF PRIVATE FUNDS IN CONJUNCTION WITH THE GRANT FUNDS TO HELP US CREATE MORE AFFORDABLE HOUSING OPPORTUNITIES IN THE CITY. WE HAVE CONTINUED TO NEGOTIATE AND WILL CONTINUE TO NEGOTIATE WITH OTHER FINANCIAL INSTITUTIONS THAT HAVE EXPRESSED INTEREST IN LINES OF CREDIT. THIS PARTICULAR LINE OF CREDIT WITH WELLS FARGO BANK IS THE FIRST ONE THAT WE ARE BRINGING FORWARD TO YOU. WE ARE PLEASED WITH THE TERMS AND CONDITIONS THAT THEY HAVE OFFERED FOR US, A TWO YEAR TERM WITH RENEWABLE, 1 POINT 5% BELOW THE

CURRENT PRIME LENDING RATE ADJUSTED ANNUALLY, WE REALLY BELIEVES THIS OFFERS US AN OPPORTUNITY TO ENTER INTO A PARTNERSHIP WITH WELLS FARGO AND UTILITYLIZE THEIR FUNDS ON A SHORT TERM BASIS ON CREATE MORE AFFORDABLE HOUSING IN THE CITY, WE ARE PROUD TO BRING THIS ITEM TO YOU FOR YOUR APPROVAL.

THANK YOU, MR. HILGERS, QUESTIONS, CLEMENTS, BOARD? QUESTIONS, COMMENTS, BOARD? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE. -- I'LL ENTERTAIN A MOTION.

Alvarez: IN TERMS OF HOW THIS WOULD HELP US, BECAUSE OBVIOUSLY WE ALREADY UNDERTAKE THESE ACTIVITIES, BUT IF WE JUST ARE ALLOWED TO USE, YOU KNOW, THESE POOL OF FUNDS VERSUS, YOU KNOW, SOME OTHER FUND, LENDING INSTITUTION OR I GUESS WHICH MAY BE OURSELVES, IS THAT --

ABSOLUTELY. IT ALSO SHOULD FREE UP OUR FEDERAL DOLLARS AND OUR -- MORE OF OUR GRANT FUNDS TO DO LONGER TERM FINANCING. THIS TYPE OF FINANCING WE THINK WOULD BE SHORT-TERM INTERIM CONSTRUCTION FINANCINGS PRIMARILY, WE HAVE CREATED A SYSTEM TO DEVELOP HOUSING FINANCING CAPACITY SO THAT WHEN WE ARE DEVELOPING PARTICULARLY WE THINK THIS WILL BE REALLY USEFUL IN THE MONTOPOLIS COMMUNITY THAT WE ARE BUILDING, ALSO THIS KIND OF MODEL TO COLONY PARK WHERE WE ARE ACTUALLY HELPING TO -- TO DEVELOP THE ENTIRE PROPERTY, BUT ALSO WE LOOK TO -- TO EXPAND THIS FOR OUR OTHER NON-PROFITS USE AS THEY BECAME, BECOME -- HAVE GREAT CAPACITY. THEY CAN USE THESE FUNDS FOR INTERIM CONSTRUCTION FINANCING AS WELL. THAT JUST ESSENTIALLY ADDS MONEY TO OUR POOL TO GIVE US A GREATER CAPACITY TO DO MORE AFFORDABLE HOUSING BECAUSE THERE ARE SO MANY.

ESSENTIALLY A REVOLVING POOL.

ESSENTIALLY A REVOLVING POOL OF FUNDS.

DEVELOP THE HOUSING UNITS AND THEY ARE SOLD -- INTO

ABSOLUTELY.

AFFORDABILITY, THOSE FUNDS.

WOULD GO BACK INTO THIS LINE OF CREDIT.

Alvarez: TO FINISH THE --

AND DEVELOP [MULTIPLE VOICES] CONTINUING POOL OF FUNDS.

Alvarez: LINE OF CREDIT?

YES, SIR.

Alvarez: THANK YOU.

THANK YOU, SIR.

Mayor Wynn: BOARD MEMBER? I WILL ENTERTAIN A MOTION ON AHFC ITEM NO. 4. MOTION MADE BY BOARD MEMBER KIM, I'M SECOND TO APPROVE ITEM NO. 4 AS OUTLINED. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 5-0 WITH THE VICE-PRESIDENT AND BOARD MEMBER LEFFINGWELL TEMPORARILY OFF THE DAIS. THANK YOU, AHFC ITEM NO. 5 IS TO APPROVE THE NEGOTIATION AND EXECUTION OF A LOAN TO THE BLACKLAND COMMUNITY DEVELOPMENT CORPORATION IN AUSTIN, TEXAS IN COMPLIANCE WITH FEDERAL REGULATIONS, UNDER THE RENTAL HOUSING DEVELOPMENT ASSISTANCE PROGRAM IN THE AMOUNT NOT TO EXCEED \$152,180 TO REHABILITATE FIVE RENTAL HOUSING UNITS LOCATED IN THE BLACKLAND NEIGHBORHOOD AT 2008 A AND B CHICON, 2012 A AND B CHICON AND 22 ON 1 SALINA STREET. BLACKLAND COMMUNITY DEVELOPMENT CORPORATION IS ONE OF OUR CORPORATIONS, THEY HAVE BEEN AROUND OBVIOUSLY A LONG TIME. THEY HAVE PROVIDED VERY LOW COST RENTAL HOUSING FOR AFFORDABILITY IN THAT COMMUNITY WHICH

IS TIPPING TO HAVE PROPERTY -- CONTINUING TO HAVE PROPERTY VALUES RISE. THEY ARE PROUD THAT THEY COULD WORK WITH US TO DEVELOP THIS RENTAL HOUSING DEVELOPMENT ASSISTANCE PROGRAM IN THAT NEIGHBORHOOD TO ALLOW MORE AFFORDABILITY IN THAT NEIGHBORHOOD SO WE BRING THAT TO YOU FOR YOUR APPROVAL. MORE AFFORDABILITY.

Mayor Wynn: THANK YOU, QUESTIONS? I'LL ENTERTAIN A MOTION. APPROVE ITEM NO. 5 AS OUTLINED BY MR. HILGERS, FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 67-0 WITH THE VICE-PRESIDENT OFF THE DAIS.

THEN FINALLY, AHFC 6 TO APPROVE THE NEGOTIATION AND EXECUTION OF FOUR 12-MONTH PRICE AGREEMENTS IN A COMBINED TOTAL NOT TO EXCEED \$1 MILLION WITH GATZMEYER CONSTRUCTION, AUSTIN, RITA ENTERPRISE, AUSTIN, ON CALL MANAGEMENT AND SUNSTRIP INCORPORATED AUSTIN WITH TWO 12 MONTH EXTENSION PERIODS IN A COMBINED TOTAL AMOUNT NOT TO EXCEED ONE MILLION IN EACH EXTENSION. IN OTHER WORDS TO GIVE US CONTRACTS WITH RIGHTS FOR EXTENSION TO HELP IMPLEMENT OUR ARCHITECTURAL BARRIER REMOVAL PROGRAM. THIS IS A PROGRAM THAT IS -- HAS BEEN OPERATED IN THE CITY FOR MANY YEARS. AND BY HAVING THESE CONTRACTS IN PLACE, IT ALLOWS US TO SERVE VERY LOW INCOME FAMILIES WITH ARCHITECTURAL BARRIER REMOVAL SERVICES ON VERY EFFICIENT AND A COST EFFICIENT BASIS. SO THIS IS PRIMARILY FOR HOMES AND RENTAL PROPERTY, BUT HOMES OF PERSONS WITH DISABILITIES AND ELDERLY PERSONS PRIMARILY ARE SERVED WITH THIS PROGRAM. YOU ALL ARE VERY FAMILIAR WITH THIS PROGRAM. IT'S BEEN OPERATING FOR A LONG TIME. THE SERVICES THAT ARE OFFERED THROUGH THESE PROGRAMS INCLUDE INSTALLING RAMPS, RECONFIGURING BATHROOMS SO THAT THE DISABLED RESIDENT WILL BE ABLE TO USE THE SHOWER AND THE FACILITIES INSTALLING ADAPTIVE EQUIPMENT FOR BATHROOMS, LEVER TYPE DOOR

HANDLES, DEVICES, BUZZERS, FLASHING LIGHTS TO AID A SIGHT OR HEARING IMPAIRED PERSON'S SAFETY AND MOBILITY. I WOULD REITERATE FOR THE COUNCIL THAT THE PRIORITIES THAT YOU HAVE GIVEN IN OUR POLICIES TO SERVING PEOPLE WITH DISABILITIES IN THIS PROGRAM IS ONE OF THOSE PROGRAMS THAT WE HAVE HIGHLIGHTED FOR YEARS THAT PROVIDES A VARIETY OF VERY EFFECTIVE SERVICES FOR PEOPLE WHO NEED THEM AND SO WE BRING THIS CONTRACTING PROVISION TO YOU AT THE BEGINNING OF THIS YEAR TO ALLOW US TO MOVE THIS FORWARD.

Mayor Wynn: THANK YOU, QUESTIONS, COMMENTS BOARD? IF NOT I'LL ENTERTAIN A MOTION. MOTION MADE BY BOARD MEMBER DUNKERLY, SECONDED BY BOARD MEMBER MCCracken TO APPROVE AHFC 6 AS PRESENTED BY MR. HILGERS. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Wynn: OPPOSED? MOTION PASSES ON A VOTE OF 6-0 WITH THE VICE-PRESIDENT TEMPORARILY OFF THE DAIS.

THAT'S ALL OF THE BUSINESS BEFORE THE FINANCE CORPORATION TODAY MR. PRESIDENT.

THANK YOU, MR. HILGERS.

THANK YOU VERY MUCH.

Mayor Wynn: COUNCIL, WITH THERE BEING NO MORE ITEMS BEFORE THE BOARD OF DIRECTORS OF THE AUSTIN HOUSING FINANCE CORPORATION WE STAND ADJOURNED AND WITH THAT I WILL CALL BACK TO ORDER THIS MEETING OF THE AUSTIN CITY COUNCIL. EARLY HER IN CLOSED SESSION WE TOOK UP ITEM NO. 63, A BRIEFING FROM THE CITY ATTORNEY'S OFFICE REGARDING BILLBOARDS. THERE IS AN ITEM, ACTION ITEM ON THE AGENDA, ITEM NO. 51, I BELIEVE IT IS. POSTED SECOND AND THIRD READING OF AN ORDINANCE REGARDING BILLBOARDS. I WILL RECOGNIZE MS. MARTY TERRI.

MARTHA TER TERRI, ASSISTANT CITY ATTORNEY. YOU HAVE

AN ITEM WITH A PROPOSED CO-CHANGE THAT MODIFIED THE CURRENT OFF PREMISES SIGN REGULATIONS. I WANT TO BRIEFLY ADVISE YOU WHERE YOU FIND YOURSELF PROCEDURALLY. PROCEDURALLY YOU HAVE HAD THE PUBLIC HEARING AND THAT PUBLIC HEARING HAS BEEN CLOSED. WHAT YOU HAVE BEFORE YOU NOW IS JUST SIMPLY THE SECOND AND THIRD READINGS. THE PROPOSED CHANGES THAT WERE ADOPTED BY YOU ON FIRST READING LEAVES THE CURRENT SIGN REPLACEMENT PROGRAM IN PLACE AND ADDS A NEW PROGRAM DESIGNED TO REMOVE SIGNS FROM NEIGHBORHOODS AND MOVE THEM TO CERTAIN EXPRESSWAY CORRIDORS. YOUR ORDINANCE SPECIFIES WHERE THE SIGN MUST COME FROM AND WHERE THE SIGN MAY BE MOVED TO. THE ORDINANCE DOES NOT PERMIT A SIGN TO BE WITHIN 500 FEET AFTER HISTORIC SIGN DISTRICT AND WITHIN DID HUNDRED FEET OF A RESIDENCE. THE ORDINANCE ONLY PERMIT A MOVE TO EXPRESSWAY CORRIDORS IN COMMERCIAL DESIGN DISTRICTS AND IN THEIR -- THERE ARE THREE YEARS ALLOWED FOR FINISHING UP THAT MOVE. NOW, WHAT WE HAVE PASSED OUT ON THE DAIS TO YOU IS A REVISED VERSION OF THE ORDINANCE THAT YOU PASSED ON FIRST READING. AND A COUPLE OF THE COUNCILMEMBERS ARE PROPOSING CHANGES TO THAT FIRST READING ORDINANCE SO AT THIS POINT, WE HAVE DISTRIBUTED THOSE CHANGES IN THAT REVISED ORDINANCE. I WILL DEFER TO COUNCILMEMBER DUNKERLY TO GO OVER SOME OF THOSE CHANGES AND TO COUNCILMEMBER LEFFINGWELL FOR SOME OF THE OTHER CHANGES AND I AM AVAILABLE AND STAFF IS AVAILABLE TO ANSWER QUESTIONS.

Mayor Wynn: THANK YOU, MS. TERRY. COUNCILMEMBER DUNKERLY?

Dunkerly: THANK YOU VERY MUCH MS. TERRY. THIS NEW DRAFT REALLY CONTAINS TWO SETS OF CHANGES. ORIGINALLY I MADE SOME PROPOSALS TO THE INITIAL DRAFT TO INCREASE THE AREA ON WHICH SIGNS COULD BE REMOVED AND TO DECREASE THE AREA TO WHICH THEY COULD BE MOVED TO. IN ADDITION TO THOSE -- INTO THOSE CHANGES, COUNCILMEMBER LEFFINGWELL HAS MADE SOME OTHER CHANGES WHICH HAVE BEEN INCORPORATED INTO THIS DRAFT AND IF I COULD SUMMARIZE THEM AND THEN

ASK HIM TO -- FOR ANY COMMENTS. HIS -- HIS MADE A CHANGE THAT REQUIRES THAT ANY SIGN THAT IS MOVED TO A NEW LOCATION HAS A LIFE OF 25 YEARS. UNLESS DURING THAT TIME PERIOD THE SIGN OWNER ELECTS TO ELIMINATE A SECOND SIGN AND FOR THE REPLACE THAT SIGN. IN ESSENCE TO GET ANYTHING BEYOND THE 25 YEARS IT'S A TWO FOR ONE TRADE. THE DISTANCE FROM THE RESIDENTIAL STRUCTURES HAS BEEN CHANGED FROM 500 FEET INSTEAD OF 200. THE TIME LIMIT HAS BEEN REDUCED FROM THREE YEARS TO ONE YEAR TO GET THE SIGN MOVED. THERE IS A WAIVER INCLUDED IN THIS NEW PROPOSAL THAT WOULD ALLOW NEIGHBORHOODS OR OTHER INTERESTED PARTIES THAT HAVE A SIGN THAT'S PARTICULARLY BOTHERSOME THAT IS WITH THIS -- OUTSIDE OF THE AREA THAT WE HAVE DESCRIBED IN THIS ORDINANCE PROPOSED ORDINANCE TO PETITION THE COUNCIL FOR CONSIDERATION OF REMOVAL OF THAT SIGN AS WELL. I THINK THAT SUMMARIZES MOST OF THE CHANGES AND I WOULD LIKE TO DEFER TO COUNCILMEMBER LEFFINGWELL IF THERE'S ANYTHING THAT I HAVE LEFT OUT.

Mayor Wynn: THANK YOU. COUNCILMEMBER LEFFINGWELL?

Leffingwell: SOUNDS LIKE YOU COVERED IT PRETTY WELL. I WOULD LIKE TO SAY OUR OBJECTIVE FROM THE BEGINNING HERE IS TO HONOR THE GOALS OF THE ORIGINAL SIGN ORDINANCE WHICH IS TO GET AUSTIN DOWNWARD TRAJECTORY AS FAR AS THE NUMBER OF BILLBOARDS IN AUSTIN. OTHER METHODS TO ACHIEVE THAT TRAJECTORY HAVE -- HAVE NOT WORKED VERY WELL. I MEAN THE ONLY -- ESSENTIALLY THE ONLY WAY THAT WE HAVE NOW TO GET RID OF BILLBOARDS IS THROUGH ATTRITION WITH REDEVELOPMENT. AND THAT CERTAINLY IS GOING TO BE LIMITED. AND -- IN ITS SCOPE. THE SIGNS TODAY ARE BUILT TO LAST SEVERAL HUNDRED YEARS. THEY ARE BUILT TO WITHSTAND TORNADOS AND IN THE EVENTS THEY DID FALL DOWN, A TORNADOS COULD STILL BE REBUILT. SO WE APPROACH THIS, THE IDEA OF THE -- OF THE TIME LIMIT IS A 25 YEAR TIME LIMIT, IS TO -- TO KEEP US ON THAT TRAJECTORY OF REDUCING THE TOTAL NUMBER OF SIGNS OVER SOME PERIOD OF YEARS AND OBVIOUSLY WE DON'T HAVE A CALCULATION FOR THAT. THE PROVISION TO EXTEND THE 25 YEARS WITH THE LOSS OF ANOTHER SIGN IS

ESSENTIALLY THE OLD TWO FOR ONE PROPOSAL THAT MANY COUNCILMEMBERS HAVE SUPPORTED IN THE PAST. SO I BELIEVE THAT -- FINALLY, A WORD ABOUT THE WAIVER. THE WAIVER IS VERY BROAD AND GENERAL AND THE OBJECTIVE HERE IS TO ACHIEVE AN AESTHETIC BENEFIT FOR THE CITY OF AUSTIN. WE ARE LOOKING AT HOPEFULLY GETTING BILLBOARDS OUT OF NEIGHBORHOODS AND INTO COMMERCIAL OR INDUSTRIAL CORRIDORS. AND WE WANT TO ALLOW THE POSSIBILITY, A METHOD TO DEAL WITH THIS IF IT'S A CLEAR BENEFIT FOR THE AESTHETICS OF AN INNER CITY NEIGHBORHOOD OR ANY CITY NEIGHBORHOOD FOR THAT MATTER. AND FROM THE CITY AS A WHOLE WE NOW HAVE A METHOD TO -- TO DEAL WITH -- WITH MOVING SIGNS TO ACHIEVE THAT OBJECTIVE. OTHERWISE I THINK THAT YOU HAVE SUMMARIZED THE CHANGES VERY WELL. AND DON'T HAVE ANYTHING MORE TO ADD. THANKS.

Mayor Wynn: THANK YOU, COUNCILMEMBER. PERHAPS, WITHOUT OBJECTION, COUNCIL, IF WE COULD GET THE MAPS UP. COUNCILMEMBER DUNKERLY DOES THE MAP THAT WE HAVE SEEN IS THAT INCORPORATE YOUR EXPANDED ELIGIBILITY ZONE AND ALSO SHOWS THE MORE LIMITED NATURE OF THE TARGET ZONE?

YEAH.

Mayor Wynn: OKAY.

Dunkerly: IF WE COULD SHOW THE MAKE THAT IDENTIFIES THE AREAS THAT THE SIGNS COULD BE MOVED FROM, IS THAT THE ONE THAT YOU ARE HOLDING? [INAUDIBLE - NO MIC] [INAUDIBLE - NO MIC]

Dunkerly: THEY CANNOT BE MOVED. THEY CANNOT BE MOVED WITHIN 500 FEET OF A RESIDENTIAL STRUCTURE OR WITHIN 500 FEET OF A HISTORIC STRUCTURE. ANY OTHER LIMITATIONS.

CORRECT. THEY COULD NOT BE MOVED TO ANY OF THESE PINK AREAS. THEY COULD NOT BE MOVED TO AN AREA THAT'S WITHIN 500 FEET OF HURRICANE OR 500 FEET -- 500 FEET OF HISTORIC OR 500 FEET OF RESIDENTIAL, ONLY

YELLOW ALONG THESE RED EXPRESSWAY CORRIDORS.

Dunkerly: GOT IT. THANK YOU.

Mayor Wynn: BASED ON THAT, I SEE SOME YELLOW AREA THAT'S -- THAT'S HUNDREDS IF NOT MAYBE EVEN THOUSANDS OF FEET OFF OF THE RED COMMERCIAL CORRIDOR. IS IT JUST ACTUALLY ON THE -- ALONG THE CORRIDOR ITSELF WOULD IT WOULD BE ELIGIBLE.

CORRECT.

Mayor Wynn: IS THERE A DEFINING CONVENTION OFF OF THE RIGHT-OF-WAY.

IT WOULD HAVE TO BE TRACTS OF LAND THAT ARE ACTUALLY ON THE EXPRESSWAY CORRIDORS. SO THEY WOULD HAVE TO BE THE YELLOW AREAS THAT WERE TRACTS OF LAND ADJACENT TO AN EXPRESSWAY CORRIDOR. SO THEY COULD NOT GO TO YELLOW AREAS THAT ARE AWAY FROM THE EXPRESSWAY CORRIDORS.

Mayor Wynn: THANK YOU. FURTHER QUESTIONS, COMMENTS?

Alvarez: MAYOR?

Mayor Wynn: COUNCILMEMBER ALVAREZ?

Alvarez: YEAH, IF YOU COULD SHOW ALSO, I THINK YOU JUST SHOWED A MAP OF THE EXISTING BILLBOARDS. ACTUALLY I DON'T KNOW THAT YOU NEED TO ACTUALLY SHOW IT. BUT THE MAIN THING THAT I WANTED TO CLARIFY, HOW MANY SIGNS ARE THERE WITHIN THAT SHADED AREA?

THERE ARE ABOUT 650 BILLBOARDS WITHIN THE CITY OF AUSTIN AND THE E.T.J. I'M NOT SURE HOW MANY ARE JUST IN THIS PARTICULAR BOUNDARY. BUT THESE ARE -- THE BILLBOARDS THAT ARE WITHIN THIS BOUNDARY AREA ARE ELIGIBLE TO BE RELOCATED AS WELL AS BILLBOARDS THAT ARE MAYBE OUTSIDE OF THIS AREA AND ALONG A SCENIC ROADWAY OR WITHIN 500 FEET OF A RESIDENTIAL OR HISTORIC STRUCTURE. THOSE ARE ALSO ELIGIBLE TO BE

RELOCATED.

Alvarez: I THINK WE HAVE GOTTEN SOME INFORMATION THAT SUGGESTED THAT IT WAS ABOUT 300 SIGNS. IS THAT -- DOES THAT SOUND RIGHT? OKAY. OKAY SO WE'RE TALK BEING ABOUT 300 -- TALKING ABOUT 300 SIGNS LOCATED IN THIS I CAN'T IRAND CAN YOU SHOW THE OTHER -- IN THIS AREA AND CAN YOU SHOW THE OTHER MAP AGAIN? SO YOU COULD POTENTIALLY HAVE 300 SIGNS RELOCATED TO THE AREAS SHOWN IN YELLOW THERE. THAT'S ESSENTIALLY WHAT THIS PROPOSAL WOULD ALLOW.

CORRECT. ALTHOUGH THERE ARE LIMITS IN THAT THESE RED ROADWAYS ARE ALSO SUBJECT TO STATE REGULATIONS. AND THAT STATE REGULATIONS INTRODUCE A -- A SPACING REQUIREMENT OF 500 FEET IN BETWEEN BILLBOARDS.

Alvarez: SO -- BUT IF YOU LOOK AT IT, OBVIOUSLY IT FITS THE MAJOR STRESS EXPRESSWAYS IN OUR CITY AND I MEAN I THINK YOU KNOW ALLOWING FOR THE RELOCATION OF THAT LARGE OF A NUMBER OF BILLBOARDS ON TO THESE CORRIDORS IS GOING TO PRODUCE A VERY UNATTRACTIVE SITUATION. I WOULD ARGUE IT'S ALREADY SOMEWHAT UNATTRACTIVE ON THESE ROADWAYS. THEN YOU ARE TALKING ABOUT A COUPLE OF, YOU KNOW, A COUPLE OF ARTERIALS KEY TO ACCESSING OUR AIRPORT AND VISITORS WHO COME TO OUR TOWN. I HAVE CONCERNS ABOUT THAT. JUST A COUPLE OF POINTS. THE OTHER WAS IN TERMS OF -- I THOUGHT I SAW AN EARLIER VERSION OF THE ORDINANCE THAT HAD A 20 YEAR -- 20 YEAR -- PERIOD, YOU KNOW, AFTER WHICH A SIGN WOULD HAVE TO BE REMOVED AND SO -- SO -- CREPT UP TO 25. THE REASON I BRING IT UP IS WHEN THIS WAS APPROVED ON FIRST READING, THERE WAS A -- A NUMBER OF OR 10 YEAR FIGURE THAT WAS -- THAT WAS THROWN OUT AND SO NOW WE ARE LOOKING AT A -- YOU KNOW A SIGNIFICANTLY LARGER OR LONGER PERIOD OF TIME, SO I DON'T KNOW IF SOMEONE -- ANY OF THE SPONSORS OR FOLKS SUPPORTING THIS AMENDMENT COULD TALK TO THE LENGTH OR DURATION OF THAT BILLBOARD IN ITS NEW LOCATION.

Mayor Wynn: COUNCILMEMBER LEFFINGWELL?

Leffingwell: PART OF THE OBJECTIVE IS TO TRY TO INCENT PEOPLE TO MOVE SIGNS OUT OF NEIGHBORHOODS. IF YOU HAD A FIVE OR 10 YEAR LIMITATION, I DON'T THINK ANYBODY WOULD WANT TO DO THAT. IT'S A MATTER OF ECONOMICS PROBABLY AND I DON'T HAVE THE NUMBERS TO SHOW IT TO YOU. BUT INTUITIVELY YOU CAN SEE THAT PERHAPS LOOKING OVER THE LIFETIME OF A SIGN AND NORMALLY TALKING IN 100 YEAR TIME FRAMES. WHAT IS THE INCOME OF A SIGN IN THE NEIGHBORHOOD FOR 100 YEARS VERSUS WHAT WOULD IT BE OUT ON THE FREEWAY, EQUIVALENT INCOME OUT ON THE -- ON AN EXPRESSWAY CORRIDOR. SOMEWHERE, SOMEWHERE IT'S OBVIOUSLY GOING TO BE A LOT MORE VALUABLE. WE DON'T KNOW EXACTLY HOW MUCH, BUT WE ARE JUST THROWING DOWN THE BENCHMARK OF 25 YEARS OF BEING SOMETHING THAT MIGHT PROVIDE ECONOMIC VIABILITY TO THE -- TO THE PROPOSAL TO MOVE THE SIGN.

Mayor Wynn: COUNCILMEMBER ALVAREZ?

Alvarez: I AGREE THIS COULD BE A LUCRATIVE MOVE FOR SOME SIGN COMPANIES WHERE A VERY LOW PRODUCING SIGN SUDDENLY BEING IN A VERY HIGH AREA THAT PRODUCES A MUCH HIGHER RETURN. AGAIN IN THIS PARTICULAR CASE THEY HAVE TO WEIGH THE BENEFITS OF MOVING. OBVIOUSLY IT'S GOING TO BE EASIER TO MOVE IF -- IF YOU KNOW THAT YOU ARE GOING TO BE AROUND FOR 25 YEARS. BUT I THINK YOU KNOW AGAIN WHAT I WOULD LIKE TO HAVE SEEN IS A SHORTER, YOU KNOW, SHORTER TIME PERIOD. THEN FINALLY, MAYBE A QUESTION FOR LEGAL, BUT WE KNOW THAT THE LEGISLATURE TYPICALLY DOESN'T LIKE A LOT OF THINGS THAT AUSTIN -- RULES AND REGULATIONS THAT AUSTIN ADOPTS. LET'S SAY THAT WE WERE TO ADOPT THIS REGULATION THAT SAYS THAT YOU CAN RELOCATE YOUR SIGN, THUS PRESERVING THE RIGHTS TO HAVE A SIGN IN OUR CITY, AND THEN IF THE LEGISLATURE WERE TO PASS A LAW THAT SAYS CITIES CANNOT IMPOSE THOSE KIND OF TIME RESTRICTIONS ON BILLBOARDS, THEN WOULD THEN THOSE -- THOSE RELOCATED SIGNS HAVE A -- HAVE AN INDEFINITE LIFE? WE KNOW THE SIGN COMPANIES ARE VERY ACTIVE AT THE LEGISLATURE. EVERY SESSION. AND SO IS

THAT A POSSIBILITY? IF THAT WERE TO OCCUR, THERE WAS A LEGISLATION PASSED THAT WE CAN'T LIMIT HOW LONG A BILLBOARD REMAINS IN ITS PARTICULAR LOCATION.

COUNCILMEMBER, I GUESS I'M SORT OF HARD PUT TO TRY TO PREDICT WHAT THE LEGISLATURE IS GOING TO DO. I SAY THAT TONGUE IN CHEEK AND I APOLOGIZE FOR THAT. YOU KNOW WE HAVE HAD A LOT OF EXPERIENCE WITH THE LEGISLATURE IN THE PAST. THEY HAVE PASSED BILLS THAT HAVE DIRECTLY AFFECTED THE CITY'S REGULATORY ABILITIES. WE WOULD SIMPLY HAVE TO LOOK AT THE LEGISLATION TO SEE WHAT THE IMPACT WOULD BE. AND THE LEGISLATURE HAS WORKED VERY HARD IN SOME INSTANCES TO -- TO MODIFY OUR REGULATORY AUTHORITY.

IS THERE ANY WAY TO PROTECT AGAINST THAT, SUCH THAT IF THERE'S A SIGNED AGREEMENT THAT THEY ARE REQUIRED TO ENTER INTO WITH THE CITY, ALTHOUGH I GUESS YOU KNOW WHAT I WOULD SAY ABOUT THAT IS IF THEY JUST DID THAT TO US ON TELECOMMUNICATIONS FRANCHISES AND ALLOWED COMPANIES TO -- TO KIND OF GET OUT OF THEIR AGREEMENTS THAT THEY HAVE WITH US AND BE ABLE TO HAVE A -- HAVE AN AGREEMENT WITH THE STATE INSTEAD, SO -- SO THAT'S -- THAT'S EVEN IF WE HAVE A SIGNED AGREEMENT, IT SEEMS LIKE THAT MAY NOT EVEN PROVIDE THE LEVEL OF CERTAINTY THAT WE MIGHT NEED. LIKE YOU SAID THERE'S REALLY NO WAY TO PREDICT WHAT'S GOING TO HAPPEN. HOPEFULLY THE PLAYERS INVOLVED IN THIS WILL OPERATE IN GOOD FAITH. THANK YOU, MS. TERRY.

COUNCILMEMBER KIM? >>

DO WE HAVE ANY STATISTICS YET ABOUT HOW MANY SIGNS HAVE BEEN REMOVED PERMANENTLY BY THE SIGN OWNERS THEMSELVES. DO WE HAVE THAT NUMBER?

LET ME DEFER TO MS. ZARKIN ON THAT.

YES, ABOUT -- ABOUT 125, 125 BILLBOARDS HAVE BEEN PERMANENTLY REMOVED. WE DO NOT HAVE INFORMATION ON WHO MOVED THESE BILLBOARDS OVER TIME. BUT SINCE ABOUT '91, '99, 1998, 1999, ABOUT 125 HAVE BEEN

PERMANENTLY REMOVED FROM AUSTIN.

WITHOUT ANY COMPENSATION FROM THE CITY OR THEM
HAVING ANY RIGHT TO PUT UP A NEW BILLBOARD
ANYWHERE ELSE, RIGHT? THEY WERE JUST -- THEY ARE
GONE.

TRUE.

OKAY. ALSO I LOOKED AT THE MAP OF WHERE -- THE 249
BILLBOARDS YOU ARE TALKING ABOUT WOULD BE ELIGIBLE
FOR THIS PROGRAM IF THE CITY WERE I GUESS TO ALLOW IT
TO HAPPEN. AND I SEE THAT THERE ARE SOME -- IN LESS
TRAVELED AREAS. I KNOW THAT THE COUNCIL IS REALLY
LOOKING AT EAST 11th, 12th STREET, A LOT OF OUR
INVESTMENT, A LOT OF UP AND COMING DEVELOPMENT
THERE AS A RESULT OF OUR INVESTMENT. DO WE HAVE A
SENSE FROM THE BILLBOARD OWNERS WHICH SIGNS THEY
WOULD TARGET FOR THIS PROGRAM IF THEY WERE TO
SUPPORT IT?

COUNCILMEMBER, I DON'T HAVE A SENSE FOR THAT. I HAVE
NO BEEN IN DISCUSSION WITH THE COMPANIES.

Kim: OKAY. IT JUST SEEMS TO ME THAT A TWO FOR ONE -- MY
UNDERSTANDING OF THE ORDINANCE AS WRITTEN, IS THAT
IT WOULD BE A ONE FOR ONE COMPENSATION ALONG THE
MAJOR AREAS, I UNDERSTAND THAT IT'S NOT FOR THE
SCENIC AREAS, FOR A 25 YEAR LIMIT AND THEN THEY COULD
KEEP THAT IN PERPETUITY IF THEY WERE TO TAKE DOWN A
SECOND SIGN IN THE PROPOSED BOUNDARIES AND FOR ME
THAT DOESN'T SEEM TO BE ENOUGH OF AN ECONOMIC -- IT
SEEMS LIKE THAT THE COMPANIES ARE REALLY BENEFITS A
LOT MORE THAN I THINK WE NEED TO -- WE NEED TO
PROVIDE FOR THEM. I WOULD LIKE TO SEE MORE OF LIKE A
THREE FOR ONE OR SOMETHING LIKE THAT. IT JUST FOR ME
IT DOESN'T SEEM TO BE ENOUGH IN TERMS OF THE
REMOVAL OF THE SIGNS. THAT'S WHAT REALLY WOULD LIKE
TO SEE WITH ALL OF THE ADVERTISING. SO IS THIS ON JUST
SECOND READING, COUNCILMEMBER DUNKERLY?

Dunkerly: I'M JUST ASKING FOR SECOND READING TODAY.

Kim: ALL RIGHT. THEN I DON'T WANT TO SUPPORT IT AT THIS TIME. BUT I'M INTERESTED IN WORKING WITH YOU IN LOOKING AT SOME OF THE OTHER OPTIONS POSSIBLY BETWEEN NOW AND THIRD READING.

Dunkerly: I THINK ANOTHER ISSUE THAT WE SHOULD PROBABLY WORK TOWARD IS TO -- IS TO SEE IF WE CAN GET THE SIGN OWNERS TO LET US INCORPORATE OR SEE IF THEY WOULD COOPERATE IN INCORPORATING SOME PUBLIC SERVICE TYPE USE OF SOME OF THE BILLBOARDS A CERTAIN PERCENTAGE OF THE TIME, TO SEE IF THEY WOULD AGREE WITH THAT. THERE'S THINGS THAT WE CAN EXPLORE BETWEEN SECOND AND THIRD READING.

THANK YOU.

Mayor Wynn: FURTHER COMMENTS, QUESTIONS?

MAYOR AND COUNCIL, IF I CAN HELP, AT THIS POINT WITH PROCEDURALLY WHAT IS BEFORE YOU AND WHAT YOU MIGHT WISH TO CONSIDER, IF IT IS THE COUNCIL'S DESIRE TO CONSIDER AND ADOPT THE VERSION THAT IS BEFORE YOU, THAT WOULD BE THE APPROPRIATE BASIS FOR THE MOTION. AND THAT IS THE VERSION THAT HAS BEEN HANDED OUT TO YOU ON THE DAIS. >>

DUNKERLY: MAYOR, IF I COULD MAKE A MOTION. I WOULD LIKE TO MAKE A MOTION TO ADOPT ON SECOND READING ONLY THE VERSION THAT WE HAVE LABELED AS VERSION T THAT TELLS YOU HOW MANY VERSIONS THAT WE'VE HAD OF THIS THING. I WOULD MOVE APPROVAL ON SECOND READING.

Mayor Wynn: MOTION MADE BY COUNCILMEMBER DUNKERLY, SECONDED BY COUNCILMEMBER LEFFINGWELL TO APPROVE ON ITEM NO. 51, WHAT WE HAVE BEFORE US AS VERSION T AS IN TOM. REGARDING OUR -- SECOND READING ONLY REGARDING THE BILLBOARD ORDINANCE. FURTHER COMMENTS? COUNCILMEMBER ALVAREZ?

Alvarez: THANKS, MAYOR. I ASSUME THAT A FRIENDLY AMENDMENT TO MAKE THE TWO FOR ONE REQUIRED WOULDN'T BE ACCEPTED AS FRIENDLY. SO BUT THAT, YOU

KNOW, ULTIMATELY I MEAN IS ONE OF THE REASONS THAT I CAN'T SUPPORT THE MOTION. WE'VE HAD THIS DISCUSSION THREE OR FOUR TIMES AT LEAST WHILE I'VE BEEN ON THE CITY COUNCIL AND I'VE IN TERMS OF THE ISSUE OF RELOCATING SIGNS, I HAVE ALSO ADVOCATED THAT THERE BE A TWO FOR ONE REQUIREMENT WHERE YOU HAVE TWO BILLBOARDS GO DOWN AND ONE RELOCATED WHICH MEANS THAT YOU HAVE, YOU KNOW, AN IMPROVEMENT OR A REDUCTION OF AT LEAST ONE FOR SURE. WE HAVE SEEN THAT ACTUALLY OUR ORDINANCE IS WORKING IF MORE THAN 100 SIGNS HAVE BEEN REDUCED OR ELIMINATED SINCE THE ORDINANCE WAS ADOPTED. AND THERE'S ONLY 600 REMAININGS THAT'S A PRETTY GOOD PERCENTAGE. AND SO I THINK THAT THE TWO FOR ONE, YOU KNOW, WAS IN LINE WITH THE ULTIMATE GOAL OF TRYING TO REDUCE THE NUMBER OF SIGNS VERSUS RELOCATING A SIGN TO A NEW LOCATION REALLY THERE'S NO NET BENEFIT FOR THE CITY EXCEPT TO THE SIGN COMPANIES THAT ARE ACTUALLY INCREASING THE AMOUNT OF REVENUE THAT THEY CAN RAISE, ALTHOUGH I GUESS THE BENEFIT TO THE CITY IS REMOVE A SIGN THAT -- IN A LOCATION THAT'S NOT DESIRABLE. I ESSENTIAL HAVE A FEW SIGNS THAT I WOULDN'T MIND SEEING RELOCATED. I THINK PROBABLY ALL OF US DO HERE ON THE TIE I CAN'T FIRST STARTED TALKING ABOUT IT, THERE WAS A VERY SMALL AREA THAT THERE WAS CONCERN OVER. NOW WE ARE LOOKING AT AN AREA THAT ENCOMPASSES 200 OR 350 SIGNS THAT COULD POTENTIALLY BE RELOCATED. THAT'S GOING TO HAVE A SIGNIFICANT IMPACT IN TERMS OF THE VISUAL ENVIRONMENT IN THIS COMMUNITY. SO FOLKS MIGHT WANT TO PAY PARTICULAR ATTENTION TO THE MAP WHERE THOSE YELLOW AREAS BECAUSE THAT'S -- THOSE ARE THE NEIGHBORHOOD THAT ARE GOING TO BE NEGATIVELY AFFECTED, THE AREAS OF TOWN THAT WILL BE NEGATIVELY AFFECTED AS THESE SIGNS ARE RELOCATED. THEN, YOU KNOW, I ALREADY EXPLAINED A COUPLE OF MY OTHER ISSUES IN TERMS OF THE LENGTH OF TERM AND THE POTENTIAL IMPACT OF LEGISLATIVE ACTION. SO THAT'S WHY I THINK WE NEED TO MAKE THIS ORDINANCE AS STRONG AS POSSIBLE WITH REGARD TO THE RELOCATION ASPECT THAT'S BEING DISCUSSED. SO I WON'T BE ABLE TO SUPPORT

THIS PARTICULAR MOTION. THANK YOU, MAYOR.

Leffingwell: MAYOR? I JUST WOULD LIKE TO REITERATE THAT THE ORDINANCE DOES CONTAIN A TWO FOR ONE OPTION. IT AN EITHER ON EITHER/OR SITUATION. TWO FOR ONE OR DO A RELOCATION WITH THE TIME LIMIT. SO IN A WAY WE DO HAVE THE TWO FOR ONE OPTION IN THERE.

Mayor Wynn: FURTHER COMMENTS, QUESTIONS. AGAIN A SECOND READING ONLY. I WILL SAY THAT I WON'T BE SUPPORTING THIS ON SECOND READING. I APPRECIATE THE FACT THAT IT'S ONLY SECOND READING. WE ARE GOING TO TAKE SOME TIME TO DO SOME FURTHER ANALYSIS BEFORE WE COME BACK FOR THIRD READING AND BASED ON WHERE THAT ANALYSIS MAY OR MAY NOT GO, I MIGHT -- I MAY BE MAKING A REQUEST TO -- TO COUNCIL THAT WE CONSIDER HOLDING AT LEAST PERHAPS A LIMITED PUBLIC HEARING PRIOR TO THIRD READING. THE FACT THAT THIS -- THAT THIS IS HAVING TO BE LABELED VERSION T, AS WE ALL KNOW, THIS ORDINANCE HAS EVOLVED A LOT OVER FIVE YEARS THAT WE HAVE BEEN REVISITING THIS. AND SO BASED ON WHERE WE MAY GO BETWEEN SECOND AND THIRD READING, I THINK IT WOULD BE APPROPRIATE FOR MORE PUBLIC INPUT. PRIOR TO THIRD READING. BUT APPRECIATE THE HARD WORK BY MEMBERS OF COUNCIL AND OUR COLLECTIVE STAFF, CITY STAFF AS WE TRY TO COME UP WITH WHAT ULTIMATELY IS I BELIEVE A UNANIMOUS GOAL UP HERE ON THIS DAIS, WHICH IS TO SEE MORE BILLBOARDS REMOVED SOONER THAN LATER. THANK YOU. FURTHER COMMENTS, QUESTIONS? AGAIN A MOTION AND A SECOND ON THE TABLE TO APPROVE ON SECOND READING ONLY VERSION T OF ITEM NO. 51. ALL THOSE IF FAVOR PLEASE SAY AYE? AYE.

Wynn: OPPOSED? NO. ITEM PASSES ON SECOND READING ONLY ON A VOTE OF 4-3 WITH THE MAYOR, COUNCILMEMBERS ALVAREZ AND KIM VOTING NO. THANK YOU ALL VERY MUCH.

COUNCIL, I BELIEVE WE DON'T HAVE ANY ACTION ITEMS TO TAKE UP BEFORE THE 4:00 ZONING CASES. SO WITH THAT, WITHOUT OBJECTION, WE WILL SIT STAND IN RECESS UNTIL

4:00 P.M.

Mayor Wynn: JUST WAITING ON A FIFTH COUNCILMEMBER, FOLKS. THERE BEING A QUORUM PRESENT, AT THIS TIME I'LL CALL BACK TO ORDER THIS MEETING OF THE AUSTIN CITY COUNCIL. IT'S 10 MINUTES AFTER 4:00. WE'LL NOW TAKE UP OUR ZONING HEARING AND APPROVAL OF ORDINANCES AND RESTRICTIVE COVENANTS. AND WE'LL WELCOME MS. ALICE GLASGO.

GOOD AFTERNOON, MAYOR AND COUNCILMEMBERS, I'M ALICE GLASGO, THE DIRECTOR OF NEIGHBORHOOD PLANNING AND ZONING. OUR ZONING CASES TODAY ARE AS FOLLOWS, AND I'LL START OFF, MAYOR, WITH THOSE CONSENT ITEMS WHERE YOU HAVE CLOSED THE PUBLIC HEARING AND THEN ONCE YOU CONCLUDE WITH THOSE ITEMS THEN WE'LL PROCEED TO THE SECOND SEGMENT OF OUR AGENDA THAT DEALS WITH THE CASES WHERE YOU'RE HEARING THEM FOR THE FIRST TIME AND WE'LL START OFF WITH THE FIRST PART. ITEM NUMBER 70, CASE C-14-05-0015. THIS CASE IS LOCATED AT 6941 WEST U.S. 290. THE CASE IS READY FOR THIRD READING OF THE ZONING ORDINANCE AND THE CHANGE IN ZONING IS FROM RURAL RESIDENCE TO COMMUNITY COMMERCIAL SERVICES, AND YOU GRANTED CS-CO AT SECOND READING AND THIS IS READY FOR YOUR APPROVAL. ITEM NUMBER 71, CASE C-14-04 AN 0048,, THIS PROPERTY IS READY FOR APPROVAL ON SECOND AND THIRD READINGS. THE PROPERTY LOCATED AT 15996 NORTH INTERSTATE 35 SERVICE ROAD. ITEM NUMBER 72, CASE C-14-05-64, PARMER MEADOWS. THE APPLICANT IS REQUESTING A POSTPONEMENT TO OCTOBER THE 20TH, 2005. THIS IS THE APPLICANT'S FIRST REQUEST. AND THE PROPERTY IS LOCATED AT 12509 NORTH LAMAR BOULEVARD. ITEM NUMBER 73, CASE C-14-04-0196, HYDE PARK NORTH NCCD. THIS IS FOR APPROVAL OF SECOND AND THIRD READINGS FOR PROPERTY LOCATED AT 4505 DUVAL STREET. THE CHANGE IN ZONING IS FROM MULTI-FAMILY THREE TO GR-MU-NCCD-NP. ITEM NUMBER 74 AND 75 STAFF IS WITHDRAWING A -- IS OFFERING A WITHDRAWAL OF THESE TWO CASES. THE OWNERS HAD EXPRESSED AN INTEREST IN THE PROPERTIES, BUT HAVE SINCE BEEN SOLD OFF TO DIFFERENT OWNERS WHO HAVE DISCOVERED THAT THEY CANNOT AFFORD TO REPAIR THE STRUCTURES, AND WE'VE

DETERMINED THAT THEY ARE DLAP DATED -- DILAPIDATED BEYOND WE PAIR AND REDO RECOMMEND WITHDRAWAL OF HISTORIC DES DESIGNATION. WE HAD WILLING OWNERS BEFORE AND NOT NOW, SO WE RECOMMEND WITHDRAWAL. CASE 76, C-14-04-0150. THE APPLICANT IS REQUESTING A POSTPONEMENT TO OCTOBER THE SIXTH, AND THIS WOULD BE THE FIRST REQUEST. THIS IS 2005, OCTOBER 6TH. MAYOR, THAT CONCLUDES THE CONSENT ITEMS UNDER THIS SEGMENT OF OUR AGENDA.

THANK YOU, MS. GLASGO. SO COUNCIL THEN, THE CONSENT AGENDA ON THESE ZONING CASES WHERE WE'VE ALREADY CLOSED THE PUBLIC HEARING WILL BE ON AN ITEM 70 TO APPROVE ON THIRD READING, ITEM 71 TO APPROVE ON SECOND AND THIRD READING, TO POSTPONE ITEM 72 TO OCTOBER 20TH, 2005, TO APPROVE ON SECOND AND THIRD READING ITEM 73, ITEM 74 AND 75 ARE WITHDRAWN, AND TO POSTPONE ITEM 76 TO OCTOBER 6, 2005.

I JUST HAVE ONE CORRECTION. ITEM NUMBER 72, THE POSTPONEMENT REQUEST SHOULD READ TO OCTOBER THE 6TH.

Mayor Wynn: OCTOBER SIXTH.

AND NOT THE 20TH.

Mayor Wynn: SO COUNCIL, I'LL ENTERTAIN A MOTION ON THE CONSENT AGENDA AS OUTLINED. MOTION MADE BY MAYOR PRO TEM, SECONDED BY COUNCILMEMBER ALVAREZ TO APPROVE THE CONSENT AGENDA AS OUTLINED. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR, PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO.

THAT TAKES US TO OUR PUBLIC HEARING ITEMS. ITEMS Z-1 THROUGH 3 PERTAIN TO THE SOUTH RIVER CITY NEIGHBORHOOD PLANNING AREAS, AND THOSE WILL BE DISCUSSED BRIEFLY AFTER I CONCLUDE WITH A CONSENT

ITEMS. SO OUR FIRST CONSENT ITEM UNDER THIS SEGMENT OF THE AGENDA START OFF WITH ITEM NUMBER Z-4. THIS IS CASE C-14-045015 ZERO, FORMERLY KNOWN AS THE NEIGHBORS STOP AND GO. IN THIS PARTICULAR CASE THE APPLICANT IS REQUESTING A POSTPONEMENT TO OCTOBER THE FIFTH -- THE 6TH, RATHER, OF 2005. IT'S THE APPLICANT'S FIRST REQUEST AND THE PROPERTY IS LOCATED AT 6008 MANCHACA ROAD. ITEM NUMBER Z-5, WEST CONGRESS NEIGHBORHOOD PLANNING AREA FOR TRACT 2 B, THE CHANGE IN ZONING IS FOR PROPERTY LOCATED AT 4105 THROUGH 4107 SOUTH FIRST STREET. THE CHANGE IN ZONING IS FROM LIMITED OFFICE TO CS-MU-NP AND THIS IS FOR FIRST READING ONLY. ITEM Z-6, C-14-05-0106.02, WEST CONGRESS NEIGHBORHOOD PLANNING REZONING, TRACT B, WE HAVE A REQUEST FROM THE NEIGHBORHOOD ASSOCIATION TO POSTPONE THIS ITEM TO OCTOBER THE 6TH OF 2005. IT'S THE NEIGHBORHOOD'S FIRST REQUEST. ITEM NUMBER Z-7, C-14-04-0107.01, THIS IS PART OF THE EAST CONGRESS NEIGHBORHOOD PLANNING AREA, AND THE CHANGE IN ZONING IS FOR PROPERTY LOCATED AT 700 INDUSTRIAL BOULEVARD TO 908 TO 932 EAST ST. ELMO ROAD, 41 THROUGH 4336 SANTIAGO STREET FROM LIMITED INDUSTRIAL COMBINING DISTRICT TO LI OPINION PDA-NP. THIS CASE IS READY FOR FIRST READING. ITEM NUMBER Z-8, THIS PROPERTY IS LOCATED AT 901 WEST BRAKER LANE. THE EXISTING ZONING IS GR-CO. THE APPLICANT IS SEEKING TO MODIFY A CONDITION OF ZONING IN ORDER TO REPLEKT WHAT IS CURRENTLY PROPOSED. THIS CASE IS READY FOR ALL THREE READINGS. ITEM NUMBER Z-9, CASE C-14-H-05-0011. THIS PROPERTY IS LOCATED AT 4401 AVENUE H. THE EXISTING ZONING IS SINGLE SF-3 WHICH STANDS FOR FAMILY RESIDENCE HISTORIC NEIGHBORHOOD COMBINING DISTRICT AND ADDING HISTORIC DESIGNATION TO THE PROPERTY. IT'S READY FOR ALL THREE READINGS. ITEM NUMBER Z-10, CASE C-14-05-0119, THE PROPERTY IS LOCATED AT 10704 SOUTH I-35 SERVICE ROAD. THE ZONING IS INTERIM RURAL RESIDENCE. THE APPLICANT IS SEEKING CS-CO WHICH STANDS FOR COMMERCIAL SERVICES CONDITIONAL OVERLAY, AND THIS CASE IT READY FOR ALL THREE READINGS. ITEM Z-11, CASE C-14-04-0211, THE PROPERTY IS LOCATED AT 10815 BRADSHAW ROAD. THE EXISTING ZONING

IS INTERIM RURAL RESIDENCE. THE APPLICANT IS SEEKING LR-CO, WHICH IS RECOMMENDED BY THE COMMISSION AND THAT CASE IS READY FOR ALL THREE READINGS. ITEM Z-12, C-14-04-0088, THIS PROPERTY IS LOCATED AT 7212 STATE HIGHWAY 71. THE EXISTING ZONING IS SF-2, SINGLE-FAMILY RESIDENCE. THE APPLICANT HAS AMENDED THE REQUEST TO GR ZONING, WHICH STANDS FOR COMMUNITY COMMERCIAL ZONING, WHICH IS RECOMMENDED BY THE ZONING AND PLATTING COMMISSION WITH A CONDITIONAL OVERLAY. AND THIS CASE IS READY FOR ALL THREE READINGS. ITEM NUMBER Z-13, CASE C-14-05-0109, THE PROPERTY IS LOCATED AT 9707 ANDERSON MILL ROAD. THE CHANGE IN ZONING IS FROM SF-6-CO TO LR-CO. THE COMMISSION RECOMMENDS LR-CO AND THE CASE IS READY FOR ALL THREE READINGS. FRZ. ITEM NUMBER Z-14, C-14-05-104, LOCATED AT 11912-B NORTH LAMAR BOULEVARD. THE CHANGE IN ZONING IS FROM NO TO GO. THE COMMISSION RECOMMENDS GO WITH A CONDITIONAL OVERLAY AND THE CASE IS READY FOR ALL THREE READINGS. ITEM NUMBER Z-18, THE APPLICANT IS SEEKING -- ITEM NUMBER '63 16, CASE C-14-05100, THIS PROPERTY IS LOCATED AT 10101 THROUGH 10113 LAKE CREEK PARKWAY. THE EXISTING ZONING RANGES FROM SINGLE 2 TO THE ZONING DISTRICTS THAT HAVE BEEN RECOMMENDED BY THE ZONING AND PLATTING COMMISSION. THEY ARE TO GRANT LIMITED OFFICE DISTRICT FOR TRACT 1, LIMITED OFFICE CONDITIONAL OVERLAY FOR TRACT 2, AND SINGLE-FAMILY RESIDENCE SMALL LOT SF-4-A DISTRICT FOR TRACT 3. THIS CASE IS READY FOR FIRST READING. ITEM Z-17, C-14-05-0103 FOR PROPERTY LOCATED AT 3500 JEFFERSON STREET, NUMBER 101. THE CASE IS READY FOR FIRST READING AS RECOMMENDED BY THE PLANNING COMMISSION WITH A CONDITIONAL OVERLAY. ITEM NUMBER Z-18, CASE C-14-79-151, Z LOFT SUBDIVISION. THIS IS TO TERMINATE A RESTRICTIVE COVENANT FOR 2919 MARTIN KING JUNIOR BOULEVARD EAST. THERE'S NO ORDINANCE REQUIRED FOR TERMINATION OF A RESTRICTIVE COVENANT. ITEM NUMBER Z-19, NPA-05-0014-01, FREDERICK LANE. THIS IS TO AMEND THE FUTURE LAND USE MAP TO SHOW A CHANGE IN DESIGNATION FROM COMMERCIAL MIXED USE TO INDUSTRIAL LAND USE FOR 5200 FREDERICK LANE. THIS IS READY FOR ALL THREE READINGS. THE CAMPAIGN ONCASE

IS ITEM NUMBER Z-20, WHICH IS CASE NUMBER C-14-05-000081. THE CHANGE IN ZONING IS FROM NO-MU-NP TO LI-NP FOR STATES FOR LIMITED INDUSTRIAL NEIGHBORHOOD PLAN. THIS CASE IS READY FOR ALL THREE READINGS. ITEM Z-21 IS A DISCUSSION ITEM. ON Z-22, CASE C-14-05-0044, FOR PROPERTY LOCATED AT 10,933 SOUTH I-35 SERVICE ROAD NORTHBOUND, THE APPLICANT IS REQUESTING A POSTPONEMENT TO OCTOBER THE 20TH, 2005. THIS IS THE APPLICANT'S FIRST REQUEST. ITEM Z-23, CASE C-14-05-0042, FOR PROPERTY LOCATED AT 11601 NORTH LAMAR BOULEVARD. THE CHANGE IN ZONING IS FROM INTERIM RURAL RESIDENCE TO GR, WHICH STANDS FOR COMMUNITY COMMERCIAL ZONING DISTRICT. THE PLANNING COMMISSION RECOMMENDS LO LIMITED OFFICE WITH A CONDITIONAL OVERLAY AND IT'S READY FOR FIRST READING. ITEM NUMBER Z-24, CASE C-14-05-0050, THE MILLICAN HOUSE, WE RECEIVED A CALL FROM THE AGENT WITHDRAWING THIS CASE TODAY, SO IT'S BEEN WITHDRAWN. THERE IS NO ACTION REQUIRED OF YOU ON THIS ITEM. AND ITEM Z-25 IS A DISCUSSION ITEM. MAYOR, THAT CONCLUDES MY PRESENTATION ON THE CONSENT ITEMS. SO

Mayor Wynn: SO COUNCIL, THE CONSENT AGENDA ON THESE PUBLIC HEARINGS ZONING CASES WILL BE BEGINNING WITH Z-4 TO POSTPONE TO OCTOBER 6, 2005, TO APPROVE Z-5 ON FIRST READING ONLY. TO POSTPONE Z-6 TO OCTOBER 6, 2005. TO APPROVE Z-7 ON FIRST READING ONLY. AND THEN TO APPROVE ON ALL THREE READINGS CASES Z-8, Z-9, Z-10, Z-11, Z-12, Z-11, Z-14, AND Z-15 ALL TO BE APPROVED ON ALL THREE READINGS. TO APPROVE' FIRST READING ONLY CASE Z-16 AND Z 17. TO APPROVE THE RESTRICTIVE COVENANT TERMINATION ON Z-18. TO APPROVE ON ALL THREE READINGS CASES Z-19 AND Z-20. TO POSTPONE CASE Z-22 TO OCTOBER 20TH, 2005. AND TO APPROVE ON FIRST READING ONLY CASE Z-23. I'LL ENTERTAIN A MOTION.

MAYOR, I WANT TO CLARIFY ON ITEM Z-4, THE MANCHACA CASE, THE POSTPONEMENT REQUEST IS FROM THE NEIGHBORHOOD AND NOT THE APPLICANT, SO THE APPLICANT DOESN'T WANT TO BE TAGGED. THEY CONCUR WITH THE POSTPONEMENT, THEY'RE NOT THE REQUESTERS. AND ON Z 16 JUST A CLARIFICATION ON THE ZONING FOR

THE TRACT, THIS TRACT ONE IS LO-CO. TRACT TWO IS SF-4-A AND TRACT 3, SF-6. AND THAT'S ALL.

Mayor Wynn: AND THAT'S FOR FIRST READING ONLY?

THAT'S CORRECT, ON Z-16 IT'S FIRST READING ONLY STILL.

Mayor Wynn: THANK YOU. COUNCIL, I'LL ENTERTAIN A MOTION ON THE CONSENT AGENDA. MOTION MADE BY COUNCILMEMBER ALVAREZ, SECONDED BY COUNCILMEMBER LEFFINGWELL TO CLOSE THE PUBLIC HEARING ON THOSE CASES WHERE WE TAKE ACTION AND TO APPROVE THE CONSENT AGENDA AS OUTLINED. AND FOR FURTHER COMMENT WE HAVE A COUPLE OF FOLKS WHO HAVE SIGNED UP WISHING TO SPEAK ON SEVERAL OF THESE CASES THAT ARE ABOUT TO BE APPROVED. MY INSING IT PERHAPS THEY WON'T NEED TO SPEAK KNOWING THAT NOW, BUT ON CASE Z-10, MAGGIE TREVINO ACTUALLY SIGNED UP IF WE HAVE QUESTIONS, AND APPARENTLY WE DON'T, MAGGIE, SO THANK YOU. ON ITEM Z-11 AND Z-14, JIM BENNETT HAD SIGNED UP WISHING TO SPEAK. IS MR. BENNETT IN THE ROOM? DO YOU HAVE A NEED, MR. BENNETT? THANK YOU. AND LET'S SEE, ON ITEM Z-19, MR. BENNETT? YOU NEED TO CHECK ONLY IF YOU HAVE QUESTIONS BOX. AND LET'S SEE, ITEM Z-24 HAS ACTUALLY BEEN WITHDRAWN, ALTHOUGH ONE CITIZEN SIGNED UP WISHING TO SPEAK. BOB SWAFFORD SIGNED UP WISHING TO SPEAK AGAINST, BUT BOB THIS CASE HAS NOW BEEN WITHDRAWN, SO FEEL GOOD. SO WE HAVE A MOTION AND A SECOND ON THE TABLE TO APPROVE THE -- CLOSE THE PUBLIC HEARING AND APPROVE THE CONSENT AGENDA AS OUTLINED. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE. OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO.

THANK YOU, MAYOR.

Mayor Wynn: THANK YOU, MS. GLASGO. ADAM SMITH, WHO IS THE LEAD PLANNER FOR THE SOUTH RIVER CITY NEIGHBORHOOD AREA WILL GIVE YOU AN OVERVIEW OF THE PLAN AND HOPEFULLY YOU WILL GET TO ACT ON THE CONSENT ITEMS FOR THIS PLAN. THANK YOU.

Mayor Wynn: WELCOME, MR. SMITH.

MAYOR, CITY COUNCILMEMBERS, ASSISTANT CITY MANAGER, MY NAME IS ADAM SMITH. I'M WITH THE CITY'S PLANNING AND ZONE IS DEPARTMENT. IT'S MY PLEASURE TO PRESENT TO YOU TONIGHT THE SOUTH RIVER CITY COMBINED NEIGHBORHOOD PLAN AND THE REZONINGS FOR YOUR CONSIDERATION AND APPROVAL. IF YOU DON'T MIND, I'M GOING TO SIT DOWN HERE PAUSE I'M GOING TO GO TO GO WILLING BETWEEN POWERPOINT AND OVERHEAD PROJECTOR. I DO HAVE A SHORT PRESENTATION ON THE PLAN, BUT BEFORE I BEGIN, I WANT TO NOTE THAT STAFF IS REQUESTING COUNCIL TO TAKE ACTION ON THE UNCONTESTED CASES ONLY THIS AFTERNOON. THE UNCONTESTED CASES REPRESENT THOSE TO THE BEST OF STAFF'S KNOWLEDGE THAT ARE RECOMMENDED BY PLANNING COMMISSION, NEIGHBORHOOD, STAFF AND THE PROPERTY OWNER. THESE REPRESENT ABOUT 91% OF THE PROPOSED REZONINGS. THE CONTESTED CASES WILL BE COMING TO YOU ON OCTOBER 20TH.

Mayor Wynn: THIS TAKES ALL THE FUN OUT OF IT, MR. SMITH. [LAUGHTER]

WITH THAT THE GREATER SOUTH RIVER CITY NEIGHBORHOOD IS BORDERED BY TOWN LAKE ON THE NORTH, I-35 ON THE EAST, BEN WHITE BOULEVARD ON THE SOUTH AND SOUTH CONGRESS ON THE WEST. IT'S COMPRISED OF WHO PLANNING AREAS, THE SOUTH RIVER CITY TO THE NORTH OF OLTORF AND THE ST. EDWARD'S NEIGHBORHOOD SOUTH OF OLTORF. IT'S APPROXIMATELY 15 HUNDRED ACRES IN SIZE EQUALLY DECIDE DWOOIDED BETWEEN THE TWO AREAS. THERE ARE SEVERAL ASSOCIATIONS THAT REPRESENT THIS NEIGHBORHOOD, INCLUDING THE AVENUEMER FANTS ASSOCIATION, THE SOUTH AUSTIN COMMERCIAL ALLIANCE AND THE SOUTH RIVER CITY CITIZENS WHOSE BOUNDARIES ACTUALLY ENCOMPASS THE SOUTH RIVER CITY AREA AND SOME OF THE NEIGHBORS TO THE EAST OF I-35. I'M SURE MANY OF YOU ARE VERY FAMILIAR WITH THIS NEIGHBORHOOD. I WOULD LIKE TO TAKE A MOMENT TO POINT OUT SOME LANDMARKS AND THE LAND USE DISTRIBUTION IN THE AREA. THE SOUTH RIVER CITY NEIGHBORHOOD IS COMPRISED OF

THREE MAIN SUBDIVISIONS, THE FAIR VIEW PARK, TRAVIS HEIGHTS AND SWISHER SUBDIVISIONS. THERE ARE A NUMBER OF APARTMENT COMPLEXES IN THE AREA. MOST OF THEM ARE ALONG ARTERIAL ROADWAYS SUCH AS SOUTH CONGRESS AND RIVERSIDE; HOWEVER, THERE ARE SMALLER SCALE APARTMENTS DISBURSED THROUGHOUT THE FAIR VIEW PARK AREA. THERE'S ONE MIXED USE PROJECT, THAT BEING THE (INDISCERNIBLE) APARTMENTS ON SOUTH CONGRESS. THE COMMERCIAL ACTIVITIES ARE LIMITED TO THE MAJOR ARTERIALS, PREDOMINANTLY SOUTH CONGRESS, OLTORF AND RIVERSIDE. MOST OF THE OFFICES ARE ALSO ALONG MAJOR ARTERIALS, MANY OF THEM ALONG I-35; HOWEVER, THERE IS ONE APARTMENT COMPLEX IN THE INTERIOR OF THE NEIGHBORHOOD, HIRE.COM, WHICH IS IN THE FAIRVIEW PARK AREA. THERE'S ONE INDUSTRIAL USE IN THE AREA LOCATED ON TOWN LAKE, AND THAT'S THE "AUSTIN AMERICAN-STATESMAN". COUPLE OF PARKS OF NOTE, THE NORWOOD HOUSE AND PARK ON RIVERSIDE AND I-35 AND THE BLUN CREEK GREENBELT WHICH INCLUDES THE BIG AND LITTLE STACY PARKS. A VARIETY OF CIVIC USES DISPERSED THROUGHOUT THE NEIGHBORHOOD INCLUDING CHURCHES AND GOVERNMENT OFFICES. MOVING TO THE ST. EDWARD'S NEIGHBORHOOD, THE MAIN OR THE MAJOR SINGLE-FAMILY SUBDIVISION OF SHERWOOD OAKS, HOWEVER, THERE ARE POCKETS OF DUPLEXES, FOUR-PLEXES AND APARTMENTS ON WOODWARD. COMMERCIAL ACTIVITY LIKE SOUTH RIVER CITY ARE ALONG THE MAJOR ARTERIALS. THOSE INCLUDE PENN FIELD, HOME DEPOT AND THE RECENTLY CONSTRUCTED WAL-MART. MANY OF THE OFFICES ARE ALONG I-35. MOST OF THE INDUSTRIAL ACTIVITY IN THE COMBINED PLANNING AREA IS LOCATED IN THE ST. EDWARD'S NEIGHBORHOOD; HOWEVER, IT'S LIMITED TO THE SOUTHERN HALF. MANY OF THEM ARE SOUTH OF ALPINE ROAD AND ARE LOCATED IN BEING LOW LYING, ONE-STORY WAREHOUSES. BLUN CREEK PRESERVE IS IN THE AREA AND AN ENVIRONMENTAL FEATURE OF NOTE IS THAT THE HEAD WATERS OF BLUN WEEK ARE LOCATED JUST OFF BEN WHITE BEN WHITE BOULEVARD IN THE INDUSTRIAL SECTION OF THE NEIGHBORHOOD. THE MAJORITY OF THE LAND USE IS ACTUALLY COMPRISED OF CIVIC USES. IN LARGE PART DUE TO ST. EDWARD'S UNIVERSITY, BUT THERE'S ALSO GARDNER-BETTS JUVENILE JUSTICE CENTER

AND TRAVIS HIGH SCHOOL. TO DATE THE PLANNING PROCESS HAS TAKEN APPROXIMATELY 18 MONTHS. STAFF FIRST MET WITH THE EXECUTIVE COMMITTEE OF THE SOUTH RIVER CITY CITIZENS IN FEBRUARY OF 2004 AND WE'VE BEEN MEETING WITH THE NEIGHBORHOOD EVER SINCE THEN. SOME KEY DATES INCLUDE THE FIRST COMMUNITY WORKSHOP ON MAY 15TH, 2004. APPROXIMATELY FIVE AND A HALF MONTHS LATER WE HAD A DRAFT FUTURE LAND USE MAP DEVELOPED. ABOUT SIX MONTHS AFTER THAT WE HAD DRAFT ZONING RECOMMENDATIONS PREPARED, AND OUR OPEN HOUSE WAS HELD JUNE 22nd OF THIS YEAR. AS WITH EVERY NEIGHBORHOOD PLAN, THE NEIGHBORHOOD HAS ASKED TO DEVELOP A VISION STATEMENT. THE PURPOSE OF THIS STATEMENT IS TO CLEARLY IDENTIFY HOW THIS NEIGHBORHOOD WOULD LIKE TO MOVE INTO THE FUTURE. AND THEY STATED AS THEIR VISION STATEMENT AS RESPONSIBLE TRUSTEES, PRESERVE, PROTECT AND IMPROVE THE QUALITY AND DIVERSITY OF RESIDENTIAL LIFE IN THE GREATER SOUTH RIVER CITY NEIGHBORHOOD AND SUPPORT THE SUCCESS OF INSTITUTIONS AND LOCALLY OWNED BUSINESSES. THEY FURTHER REFINE THAT GOAL WITH EIGHT GOALS. THESE INCLUDE MAINTAINING THE HISTORIC FABRIC AND MAINTAINING THE CHARACTER AND NATURAL ASSETS, IDENTIFYING THE ASSETS AND COMMERCIAL DEVELOPMENT, PROTECTING AND ENHANCING CREEKS, GREENBELTS AND WATERSHED SYSTEMS AND INCREASING SAFETY AND REDUCING CRIME. THE PLAN ITSELF IS COMPRISED OF SIX MAJOR COMPONENTS, TRANSPORTATION, ENVIRONMENT, PARKS AND OPEN SPACE, VOLUNTARY DESIGN GUIDE, LAND USE AND ZONING. THERE ARE OVER 100 RECOMMENDATIONS IN THE PLAN, SO I WILL JUST HIT THE HIGHLIGHTS OF EACH COMPONENT. IN TRANSPORTATION THE NEIGHBORHOOD IS RECOMMENDING THAT SIDEWALKS BE CONSTRUCTED ALONG MAJOR PEDESTRIAN CORRIDORS. EACH NEIGHBORHOOD WAS ASKED TO PRIORITIZE WHERE THEY WOULD LIKE TO SEE THE SIDEWALKS BUILT. AND THE SOUTH RIVER CITY AREA THEY IDENTIFIED ANNIE AND WOODLAND AND IN THE ST. EDWARD'S NEIGHBORHOOD THEY IDENTIFIED LONG BOW. PRESERVING AND ENHANCING THE CREEKS FEELS IMPORTANT TO THE NEIGHBORHOOD, PARTICULARLY BLUN CREEK. THERE'S AN ENTIRE SECTION OF THE PLAN

DEDICATED TO WAYS OF PROTECTING AND ENHANCING BLUN CREEK. IN REGARDS TO PARKS AND OPEN SPACE, THE NEIGHBORHOOD ARE PROPOSING SEVERAL RECOMMENDATIONS, AMBITIOUS RECOMMENDATIONS REGARDING TRAILS. ONE WOULD BE TO EXPEND -- EXTEND THE TOWN LAKE TRAIL EAST OF THE STATESMAN AND THE OTHER WOULD BE TO CONSTRUCT A TRAIL FROM TOWN LAKE TO BEN WHITE ALONG BLUN CREEK. THE URBAN DESIGN GUIDELINES ARE VOLUNTARY. THEY'RE BROKEN UP INTO RESIDENTIAL AND COMMERCIAL CATEGORIES. PRIMARY AMONG THEM IS THAT THE NEIGHBORHOOD WOULD LIKE TO FIND WAYS SO THAT NEW CONSTRUCTION BE BUILT IN PROPORTION WITH THE SURROUNDING AREA. THE GREATER SOUTH RIVER CITY NEIGHBORHOOD, LIKE MANY NEIGHBORHOODS IN THE URBAN CORE, IS FEELING TREMENDOUS DEVELOPMENT PRESSURE. MANY HOMES ARE BEING SCRAPED AND REPLACED WITH HOUSES TWO TO THREE TIMES THE SIZE OF THE ORIGINAL STRUCTURE. AND TO THAT END STAFF IS CURRENTLY PROCESSING A CODE AMENDMENT TO ADDRESS THIS ISSUE RKS AND THAT SHOULD BE COMING BEFORE YOU HOPEFULLY SOMETIME THIS FALL OR IN WINTER. COMMERCIAL DESIGN GUIDELINES, PRIMARY AMONG THEM ARE FINDING WAYS OF IMPROVING THE COMPATIBILITY BETWEEN BUSINESSES AND RESIDENTIAL AREAS. THIS IS PARTICULARLY TRUE OF THE AREA ALONG SOUTH CONGRESS IN WHICH THERE ARE MANY COMMERCIAL ACTIVITIES SUCH AS RESTAURANTS AND BARS THAT DO HAVE AN IMPACT ON THE ADJACENT RESIDENTIAL AREA. I'M NOW GOING TO BE SWITCHING OVER TO THE OVERHEAD. FOR THE LAND USE AND ZONING PORTION. THE DISPLAY YOU SEE UP ON THE SCREEN IS A PLANNING COMMISSION FUTURE LAND USE MAP. THE PROPERTIES YOU SEE CIRCLED IN WHITE WITH NUMBERS, THOSE REPRESENT THE CONTESTED CASES IN THE NEIGHBORHOOD. PLANNING COMMISSION, STAFF AND NEIGHBORHOOD ARE RECOMMENDING THAT THE EXISTING SINGLE-FAMILY AND MULTI-FAMILY IN THE CORE AREA OF THE NEIGHBORHOOD REMAIN AS IT IS. MAINTAIN THE MIXED USE OPPORTUNITIES WITHIN THE WATERFRONT OVERLAY, CREATE OPPORTUNITIES FOR MIXED USE ALONG SOUTH CONGRESS BY ADDING A MIXED USE COMBINING DISTRICT AND A MIXED USE BUILDING SPECIAL USE. OPTION. AND JUST ONE NOTE

ALONG SOUTH CONGRESS, THERE STILL IS INTEREST WITHIN THE NEIGHBORHOOD OF FINDING WAYS OF PRESERVING RETAIL AND PREVENTING SOUTH CONGRESS FROM BECOMING AN ENTERTAINMENT DISTRICT; HOWEVER, AT THIS TIME THERE ARE NO CONDITIONAL OVERLAYS BEING PROPOSED THAT WOULD RESTRICT BARS OR RESTAURANTS ALONG SOUTH CONGRESS. FOR THE TWIN OAKS SHOPPING CENTER LOCATED ON THE NORTHEAST CORNER OF OLTORF AND SOUTH CONGRESS, PLANNING COMMISSION IS RECOMMENDING THAT THE BASE ZONING REMAIN THE SAME, HOWEVER THAT, WE ADD A NEIGHBORHOOD URBAN CENTER SPECIAL USE ALONG THAT AREA. ALONG OLTORF, MAINTAINING THE CURRENT MIX OF COMMERCIAL MULTI-FAMILY AND CIVIC USES. ALONG I-35 ALSO MAINTAINING THE MIXES OF COMMERCIAL AND OFFICE. THE SOUTH RIVER CITY AREA HAS ACTUALLY BEEN DIVIDED INTO TWO SUBDISTRICTS. THE FIRST IS THE TRAVIS HEIGHTS SWISHER SUBDISTRICT AND THE SECOND IS THE FAIRVIEW PARKS SUBDISTRICT. THE FAIRVIEW PARKS' SUBDISTRICT BOUNDARIES ARE ROUGHLY THE SAME AS THE FAIRVIEW PARK NEIGHBORHOOD CONSERVATION COMBINING DISTRICT. AT THE REQUEST OF THE NEIGHBORHOOD, ANY AMENDMENTS TO THE NCCD ARE NOT BEING CONSIDERED AT THE TIME AND PLANNING COMMISSION GAVE STAFF DIRECTION TO CONTINUE WORKING WITH THE NEIGHBORHOOD ON AMENDMENTS FOR THAT SUBDISTRICT AND THOSE WILL BE COMING BACK TO YOU MOST LIKELY SOMETIME THIS FALL OR IN THE WINTER. >

THE ST. EDWARD'S NEIGHBORHOOD, SIMILAR TO THE SOUTH RIVER CITY AREA, MAINTAINING THE EXISTING SINGLE-FAMILY AND MULTI-FAMILY WITHIN THE CORE AREAS OF THE NEIGHBORHOOD. CREATING MIXED USE OPPORTUNITIES ALONG SOUTH CONGRESS BY ADDING MIXED USE COMBINING DISTRICT AND MIXED USE BUILDING OPTIONS, SIMILAR TO THE TWIN OAKS SHOPPING CENTER, ADDING A NEIGHBORHOOD SHOPPING CENTER TO THE BELL CENTER'S ON THE CORNER OF OLTORF AND SOUTH CONGRESS. LIMITING THE INDUSTRIAL DISTRICT TO THE SOUTHERN PORTION OF THE NEIGHBORHOOD AND MAINTAINING THE MIX OF OFFICE AND COMMERCIAL ALONG I-35. THAT CONCLUDES MY PRESENTATION OF THE PLAN; HOWEVER,

ONE OTHER THING I WOULD LIKE TO POINT OUT, ON YOUR CHAIR IS A PACKET THAT LOOKS LIKE THIS. THE FIRST SHEET IS A WHITE LEGAL SIZE SHEET THAT'S A MOTION SHEET AND I WILL BE HAPPY TO GO OVER THAT IN GREATER DETAIL WHEN AND IF YOU'RE READY TO ACT ON THIS PLAN THIS AFTERNOON. THE SECOND ITEM IN THAT PACKET IS A DETAILED ACCOUNT OF THE UNCONTESTED CASES IN THIS AREA THAT INCLUDE THE DESIGN TOOLS, APPROVAL OF THE FRONT YARD PARKING RESTRICTIONS AND AN ACCOUNTING OF EVERY TRACT OF LAND THAT IS BEING PROPOSED FOR REZONING. THE NEXT ITEMS IN YOUR PLAN ARE COLOR COPIES OF THE PLANNING COMMISSION RECOMMENDED FUTURE LAND USE MAPS, AFTER THAT IS A ONE SHEET PAPER TITLED GREAT SOUTH RIVER CITY COMBINED NEIGHBORHOOD PLAN CONTESTED CASES. THIS IS IN YOUR PACKET FOR INFORMATIONAL PURPOSES ONLY,, THIS IS AN ACCOUNT OF ALL THE CONTESTED CASES. WITH THIS PLAN YOU CAN SEE THAT THERE ARE A COUPLE OF INFILL OPTIONS STILL BEING DISCUSSED AND OPPOSED EITHER BY THE NEIGHBORHOOD OR BY STAFF. AND SIX PROPERTIES IN THE AREA. ON YELLOW PAPER ARE THE DRAFT ORDINANCES. THESE REFLECT ALL OF THE UNCONTESTED CASES IN THE SOUTH RIVER CITY AND ST. EDWARD'S NEIGHBORHOOD. AND FINALLY THERE IS A COPY OF THE AFFORDABILITY IMPACT STATEMENT FROM THE NEIGHBORHOOD HOUSING AND COMMUNITY DEVELOPMENT DEPARTMENT. AND WITH THAT THAT CONCLUDES STAFF'S PRESENTATION. I'LL BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.

Mayor Wynn: THANK YOU, MR. SMITH. QUESTIONS OF STAFF, COUNCIL? IF NOT, THEN I GUESS WE WALK THROUGH THE MOTION SHEET.

YES. I BELIEVE THERE MAY BE SEVERAL PEOPLE HERE TO SPEAK.

Mayor Wynn: YES, PUBLIC HEARINGS.

I BELIEVE THERE ARE A COUPLE OF PEOPLE HERE TO DISCUSS INITIATING ZONING ON THEIR PROPERTY THAT WERE NOT DISCUSSED IN THE PROCESS.

Mayor Wynn: UNLESS MY SYSTEM IS SLOW, I ONLY HAVE TWO SPEAKERS SIGNED UP. ANYONE IS WELCOME TO ADDRESS US, OF COURSE. OUR FIRST SPEAKER IS TERRY FRANZ. SIGNED UP WISHING TO SPEAK...

[INAUDIBLE - NO MIC]

Mayor Wynn: AND HOW ABOUT ARTHUR SCHREIBER? THIS IS CASES Z-1, 2 AND 3. IS THERE ANYBODY WHO WOULD LIKE TO GIVE TESTIMONY TO THIS PLAN OR MAKE ANY SPECIAL REQUESTS BEFORE WE TAKE UP MOTIONS.

Mayor Wynn: WELCOME. PLEASE STATE YOUR NAME AND YOU WILL HAVE UP TO THREE MINUTES.

I'M ARTHUR SCHREIBER. HAND IT TO COUNCILMEMBER LEFFINGWELL AND HE WILL PASS IT DOWN THE DIAS FOR YOU.

I'M HERE AT THE CITY COUNCIL TO REQUEST FAIRNESS IN ZONING. I LIVE AT 1207 LIVE OAK. I WANT TO BE PART OF THE MULTIPLE USE ZONE BEING CREATED BY THE SOUTH RIVER CITY NEIGHBORHOOD PLANNERS. THE NEIGHBORHOOD PLANNERS HAVE FWREAD TO REZONE THIS AREA BY THEIR ACTIONS AT 2206 AND 2208 SCHREIBER STREET AND LOT ZERO ON THE CORNER OF SCHREIBER STREET AND OLTORF. AS ZONED BY DEFINITION A SEPARATE AREA OR HAVEN'T SUCH AS ANY PROPERTIES TO THE WEST SIDE OF SCHREIBER STREET. AND TO THE REAL ESTATE AGENT EXPLAINED TO ME ABOUT THE ZONING CASES IN THE SOUTH RIVER CITY NEIGHBORHOOD ASSOCIATION, I WAS CLUELESS. I KNOW I SHOULD HAVE BEEN MORE INFORMED, BUT I WAS DIAGNOSED WITH HEART FAILURE TWICE OVER THE LAST TWO YEARS, AND SINCE THAT TIME MY PRIORITIES HAVE BEEN MY FAMILY AND MY OWN WELL-BEING. IT HAS BEEN VERY OVERWELL MINK WITH ALL THE CHANGING EVENTS, HOSPITAL, MEDICAL VISITS, LOST A JOB. I'VE BEEN INFORMED MY EFFORTS ARE TOO LATE IN THIS PROCESS AND IT WOULD TAKE A COUNCIL INTERVENTION TO BE INCLUDED IN THE SOUTH RIVER CITY PLAN, LARGELY BECAUSE OF THE NOTIFICATION GUIDELINES REQUIRED. I CONTACTED -- MOST OF THE OWNERS ALL AROUND AND THEY -- I HAVE SOME OF THE -- MY NEIGHBORS ARE

FAVORABLE. I COULDN'T GET AHOLD OF SOME PEOPLE, BUT IT ALL SEEMS TO BE FAVORABLE. NO ONE REALLY OBJECTED TO -- MY NEXT DOOR NEIGHBORS BEING AN OFFICE. OR MU I'M ASKING CITY COUNCIL AT THE VERY LEAST TO AMEND THE RIVER CITY PLAN TO GIVE ME A REZONING APPLICATION OR BETTER YET THE COUNCIL COULD REQUEST THE PLANNING COMMISSION TO TAKE THE NECESSARY STEPS TO YOU WOULD BE ABLE TO CONSIDER THIS ISSUE IN A TIMELY MANNER. IN CONCLUSION, I WANT TO BE PART OF THE ZONE THAT IS BEING CREATED TONIGHT. NOT AN SF-3 ISLAND SURROUNDED BY SCHOOLS, CHURCHES, SECTION 8 HOUSES AND OFFICES. THIS PROPERTY WOULD BETTER SERVE THE COMMUNITY AS A COMMUNITY OFFICE. PLEASE GIVE ME THE SAME CONSIDERATION AS ALL THE OTHER PROPERTY OWNERS ADJACENT TO THE WEST SIDE OF SCHREIBER STREET.

Mayor Wynn: THANK YOU. QUESTIONS, COMMENTS, COUNCIL? PERHAPS MR. SMITH CAN HELP US. SO MR. SMITH, ON THE ITEMS -- ON THE NON-CONTESTED PORTION OF THIS PLAN THAT WE'RE GOING TO VOTE ON HERE IN A FEW MINUTES, ARE ARE WE GOING TO BE APPROVING LIKELY THE NON-CONTESTED CASES OR PROPERTIES ALL ON ALL THREE READINGS, CORRECT?

THAT'S CORRECT.

AND IS MR. SCHREIBER'S TRACT ONE OF THOSE?

NO, HE IS NOT. HE IS LOCATED NEXT TO ONE OF THE TRACTS THAT YOU WILL BE CONSIDERING REZONING ON TODAY, BUT HE IS NOT INCLUDED IN THE REQUEST THIS AFTERNOON. >>

Mayor Wynn: AND WE MIND ME THE FACT THAT WE'RE NOT TAKING UP EVERY -- THERE STILL ARE OBVIOUSLY SOME CONTESTED PARCELS AMONGST THIS NEIGHBORHOOD PLAN. AND BASED ON THAT, IF IT'S THE COUNCIL'S WILL AND WE HAVE STAFF OR COUNCIL RECOMMENDATION FOR ANY ADDITIONAL PROPERTIES OR EVEN CHANGES TO SOME OF THESE TO PIGGYBACK AND BE PART OF THE CASES THAT WILL COME FORWARD AS WE HAVE THE CONTESTED PART FOR THIS PLAN?

NO. BECAUSE THAT PROPERTY WAS NOT IDENTIFIED AS A TRACT FOR REZONING. WE WOULD HAVE TO TAKE THAT PROPERTY BACK TO SQUARE ONE, SEND OUT A LEGAL NOTIFICATION, RECEIVE A STAFF NOTIFICATION, HAVE THE NEIGHBORHOOD WEIGH IN ON IT, GO TO PLANNING COMMISSION AND THEN CITY COUNCIL FOR APPROVAL. SO IT WOULD HAVE TO GO THROUGH THE NORMAL PROCESS OF ANY ZONING CASE.

Mayor Wynn: AND AGAIN, THE ACTION THAT WE'RE LIKELY TO TAKE HERE THIS AFTERNOON, THAT IS TO APPROVE ON ALL THREE READINGS THE NON-CONTESTED TRACTS IN THIS NEIGHBORHOOD PLAN, WON'T HAVE ANY IMPACT REALLY EITHER WAY TECHNICALLY ON MR. SCHREIBER'S PROPERTY TODAY?

NO, IT WILL NOT.

EXCUSE ME. WHAT I UNDERSTAND IS THAT THIS WILL HAVE AN IMPACT ON MR. SCHREIBER'S LAND BECAUSE EVEN THOUGH HE WASN'T PART OF THIS, MY UNDERSTANDING IS HE WON'T BE ABLE TO FILE ON REZONING ON HIS PROPERTY FOR ANOTHER YEAR. ONCE YOU PASS WHAT YOU'RE PASSING RIGHT NOW AS UNCONTESTED, HE WILL HAVE TO WAIT A YEAR BEFORE HE CAN EVEN FILE FOR AN AMENDMENT TO BE ABLE TO GET OFFICE ZONING ON HIS PROPERTY, WHICH HE VERY MUCH NEEDS BECAUSE OF THE LOCATION ON THE PROPERTY. AS YOU LOOK AT THE PICTURE -- PICTURES OF THE PROPERTIES, THE PROPERTY LOCATED UP IN THE LISTENED CORNER HERE, THAT IS HIS PROPERTY, AND HE IS SURROUNDED BY WHAT YOU SEE IN THE OTHER FIVE PICTURES. AND THE PROPERTIES THAT ARE ALONG THE SIDE UP IN THE UPPER RIGHT-HAND CORNER, YOU CANNOT SEE THE PROPERTIES THERE, BUT YOU ARE PASSING THREE PROPERTIES ON THE RIGHT-HAND SIDE OF THAT ROAD AS OFFICE TODAY.

Mayor Wynn: LET US TRY TO CONFIRM.

THAT IS CORRECT. IF THE PLAN IS APPROVED TODAY, THAT WILL BE PART OF THE ADOPTED NEIGHBORHOOD PLAN, AND IF COUNCIL DOES NOT INITIATE A CASE FOR MR. SCHREIBER, THEY WILL HAVE TO WAIT APPROXIMATELY ONE YEAR

UNLESS THEY CAN GET THE SUPPORT OF THE NEIGHBORHOOD IN THAT INTERIM. IF THEY CAN GET THE NEIGHBORHOOD TO SUPPORT THEIR PLAN AMENDMENT AND ZONING APPLICATION, THEY COULD FILE EARLIER THAN ONE YEAR.

Mayor Wynn: MR. SMITH, COULD YOU POINT OUT TO ME ON THE FUTURE LAND USE MAP, COULD YOU POINT TO --

THIS IS SCHREIBER, A SHORT ONE BLOCK STREET, AND EAST LIVE OAK WHICH COMES IN AND MERGES IN WITH OLTORF, AND HIS PROPERTY IS COLORED IN YELLOW HERE, THERE'S A CHURCH ACROSS THE STREET. THESE ARE THE APARTMENT COMPLEXES HE'S REFERRING TO. AND IT'S HARD TO SEE ON THIS MAP, BUT THERE IS AN AREA IN HERE THAT IS A SHADE OF RED. THOSE ARE THE PROPERTIES HE'S REFERRING TO THAT WOULD BE MIXED USE OFFICE.

Mayor Wynn: SO TECHNICALLY MR. SCHREIBER -- THERE'S TWO PARCELS THERE THAT WOULD REMAIN SINGLE-FAMILY, BUT HE WOULD BE SURROUNDED BY OTHER USES.

YES, AND TO THE BEST OF MY ABILITY, CORRECT ME IF I'M WRONG, YOU'RE ONLY REQUESTING A ZONING CHANGE ON THE ONE PROPERTY ON THE CORNER. THERE'S ACTUALLY ANOTHER PROPERTY ADJACENT TO YOURS?

OH, YES. I TALKED TO HIM. HE DOESN'T CARE ONE WAY OR THE OTHER.

MS. NEIGHBOR IS IN FULL SUPPORT OF IT BEING MIXED USE OR STAYING SINGLE-FAMILY 3. HIS NEIGHBOR TO HIS DIRECT LEFT.

YEAH. BUT YOU CAN SEE HOW THIS IS GOING TO IMPACT HIM. , ACTUALLY, FOUR LOTS, THEY WERE ACTUALLY PART OF MY GRANDFATHER'S. I JUST WANT THE SAME THING AS THE OTHER THREE. THERE'S THREE LOTS AND I'M ON THE END AND IT'S A ONE WAY STREET AND THERE'S KIDS AND TRAFFIC EVERYDAY. I DON'T KNOW WHAT TO SAY. IT'S JUST -
- MR. SCHREIBER, YOU'VE DONE THE RIGHT THING BY BRINGING THIS TO OUR ATTENTION. WE'LL LIKELY MOVE FORWARD, BUT WE'LL SEE IF THERE'S SUPPORT TO -- LIKELY

WITH STAFF'S RECOMMENDATION OF SOME STRATEGIES HERE, WE MIGHT BE ABLE TO START A CASE FOR YOU IF THERE'S GOING TO BE SUPPORT FOR THAT AND NOT GET YOU BEHIND THE TIME LINE OF AN APPROVED PLAN. THANK YOU. TERRI SCHIAVO TERRY BONDS SIGNED UP WISHING TO SPEAK. WELCOME.

MY NAME IS TERRY FRANZ. I LIVE IN SOUTH RIVER CITY PART OF THE NEIGHBORHOOD. BUT I'M NOT HERE REPRESENTING MYSELF. I'M HERE REPRESENTING THE HOMEOWNERS ASSOCIATION FOR THE SAGE CREEK DEVELOPMENT, WHICH I'M GOING TO PUT THE MAP ON SO I CAN SHOW YOU. MR. SMITH IS SHOWING YOU WHERE THE PEOPLE LIVE WHO I'M SPEAKING FOR. THEY COULDN'T BE HERE TODAY BECAUSE THEY JUST FOUND OUT LAST NIGHT THAT MR. SHIEBER WAS REQUESTING THIS CHANGE. AND THEY HAVE JOBS AND CHILDREN. SO THIS IS THE LETTER THAT THE PRESIDENT OF THAT OWNER'S ASSOCIATION WROTE. DAIRY CITY COUNCILMEMBERS -- DEER CITY COUNCILMEMBERS, MY NAME IS SHANNON DOOR. I'M PRESIDENT OF THE SAGE CREEK NEIGHBORHOOD ASSOCIATION. I REPRESENT ALL 16 OF THE PROPERTY OWNERS ON SAGE CREEK LOOP DIRECTLY NORTH OF SCHREIBER STREET AND FACING 1207 EAST LIVE OAK. WE HAVE JUST DISCOVERED IN THE LAST 24 HOURS THAT ARTHUR SCHREIBER INTENDS TO ASK THAT HIS PROPERTY AT 1207 EAST LIVE OAK BE INCLUDED IN TRACT 27 OF THE NEIGHBORHOOD PLAN AND REZONING FOR MIXED USE. THE ZONERS ON SAGE CREEK HAVE NOT OPPOSED THE REZONING OF TRACT 27 AS MIXED USE BECAUSE THE PROPOSED NEIGHBORHOOD PLAN KEEPS IT ZONED SINGLE-FAMILY. WE WANT TO MAINTAIN THE RESIDENTIAL CHARACTER OF EAST LIVE OAK. WITH THE DEVELOPMENT OF SAGE CREEK LOOP, THE FAR EAST END OF EAST LIVE OAK IS SIGNIFICANTLY MORE RESIDENTIAL TODAY THAN IT WAS FOUR YEARS AGO. 10 CHILDREN AND COUNTING LIVE ON SAGE CREEK LOOP TODAY. WE ARE NOT A SEPARATE NEIGHBORHOOD OF OUR OWN BEHIND A WALL AS MR. SHIEBER WOULD CHARACTERIZE US. AND THAT WAS IN A DIFFERENT LETTER THAT HE WROTE BEFORE. MY NEIGHBORS AND I RUN, WALK AND STROLL ON EAST LIVE OAK DAILY. 1207 EAST LIVE OAK WOULD HAVE MANY PROPERTIES ON SAGE CREEK. THE ONLY ACCESS IS

ACROSS FROM 1207 EAST LIVE OAK. EVERY RESIDENT OF SAGE CREEK LOOP WOULD BE AFFECTED BY ANY CHANGES IN LAND USE IN THIS AREA. WE RESPECTFULLY ASK THAT MR. SCHREIBER PURSUE ANY POSSIBLE ZONING CHANGES TO HIS PROPERTY THROUGH THE REGULAR CITY PROCESS INVOLVING NEIGHBORHOOD NEGOTIATION AND PARTICIPATION. 1207 EAST LIVE OAK IS A BEAUTIFUL HOUSE AND WE WOULD BE HAPPY TO LISTEN TO PROPOSALS THAT WOULD SAVE THE HISTORIC HOUSE AND KEEP IT ON ITS LOT. BUT WE DO NOT BELIEVE THAT ADDING IT AT THE LAST MINUTE TO TRACT 27 TO BE REZONED AS MIXED USE THROUGH THE NEIGHBORHOOD PLAN WOULD ACCOMPLISH THERE. THANK YOU, SHARON DOOR, PRESIDENT OF HOMEOWNERS ASSOCIATION OF SAGE CREEK. [BUZZER SOUNDS] THANK YOU.

Mayor Wynn: THANK YOU. ARE THERE ANY OTHER CITIZENS?

MAY I SPEAK FOR THE ANNEXATION ON THIS -- FOR THE NEIGHBORHOOD ASSOCIATION ON THIS?

Mayor Wynn: YOU MAY.

JUST VERY BRIEFLY, WE JUST FOUND OUT ABOUT THIS, SO THIS IS KIND OF LAST MINUTE, BUT WE DID GO THROUGH A LONG PROCESS OVER THE LAST YEAR AND A HALF AND THE SCHREIBER'S, AND I GUESS IT WAS A SISTER OR A PARENT OR SOMEBODY, BUT THE SCHREIBER FAMILY DID COME TO THE NEIGHBORHOOD PLANNING MEETINGS AND DID NEGOTIATE TO HAVE SUPPORT FOR ZONING, THE NO-MU, AND PART OF THAT NEGOTIATION WAS THAT THEY WERE GOING TO LEAVE THE OTHER TRACTS THAT THEY OWNED SINGLE-FAMILY. SO THE NEIGHBORHOOD IS FOR LEAVING THE PLAN AS IS AND I GUESS THAT'S IT.

Mayor Wynn: THANK YOU. MR. SMITH, IS IT YOUR RECOLLECTION THAT IN FACT SOME OF THESE DISCUSSIONS WERE HAD AND FUNDAMENTALLY -- IF ONE JUST GLANCES AT THE MAP AND SEES THAT THESE ARE THE ONLY TWO TRACTS THAT ARE SINGLE-FAMILY ON THE SOUTH SIDE OF LIVE OAK AT LEAST, BUT THIS HAS STAFF RECOMMENDATION AND THEN PLANNING COMMISSION RECOMMENDATION AS

WELL, CORRECT?

YES. THAT HOUSE ON THE CORNER, ONE CHARACTERISTIC OF THE AREA ARE THE SERIES OF ONE WAY STREETS. I HAVE HEARD FROM SOME NEIGHBORS THAT WOULD SAY THAT THE TRAFFIC FLOW TO THAT CORNER LOT WOULD HAVE AN ADDITIONAL IMPACT ON THEIR AREA AS OPPOSED TO THE AREA THAT'S BEING ZONED FOR MIXED USE OFFICE. BUT HER RECOLLECTION IS CORRECT, MR. SCHREIBER'S SISTER AND FATHER ATTENDED SEVERAL MEETINGS AND DISCUSSED WITH THE NEIGHBORHOOD THE POSSIBILITY OF REZONING IT OFFICE, MIKTSSED USE -- MIXED USE COMBINING DISTRICT AND DID GET SUPPORT.

Mayor Wynn: AND WE'RE TAKING UP ALL THE NON-CONTESTED PARCELS IN THIS NEIGHBORHOOD PLAN. IS IT A SIMPLE TO MR. SCHREIBER IF HE OPPOSED THE SINGLE-FAMILY 3 ZONING, HE COULD EITHER FILE A PETITION AS THE OWNER OR HE COULD IN THEORY DO SOMETHING TO AT LEAST ADD HIS TRACT INTO THOSE TRACTS THAT WILL BE TAKEN UP AT A LATER TIME BECAUSE THERE'S NOT AGREEMENT ON IT.

I MAY HAVE TO ASK OUR ATTORNEY ON THAT SINCE IT'S NOT AN IDENTIFIED TRACT FOR REZONING. I SUPPOSE MR. SCHREIBER COULD FILE A PETITION FOR THE ZONING OF THAT PROPERTY, BUT I'M NOT EXACTLY SURE HOW THAT -- I DON'T KNOW IF THIS IS GOING TO CLARIFY ISSUES AT ALL, BUT THE NEIGHBORHOOD COMBINING DISTRICT THAT IS BEING CONSIDERED TODAY WOULD NOT ADD ANY ADDITIONAL INFILL OPTIONS OR RESTRICTIONS ON THE PROPERTY. THIS PROPERTY WOULD BASICALLY REMAIN THE SAME, IS SF-3, AND TECHNICALLY REZONED TO SF-3-NP, ALTHOUGH TYPICALLY ATTACHED TO THE NEIGHBORHOOD COMBINING DISTRICT ARE INFILL OPTIONS AND DESIGN TOOL OPTIONS. SO I'M NOT SURE IF YOU WERE TO FILE A PETITION, I'M -- IT WOULD HAVE TO HAVE SIX OUT OF SEVEN VOTES, BUT I WOULD HAVE TO HAVE CLARIFICATION FROM THE LAW DEPARTMENT ON THAT?

ULTIMATELY BY TAKING ACTION TODAY ON THE NEIGHBORHOOD PLAN, MR. SCHREIBER'S PROPERTY IS NOT

BEING REZONED.

IT IS NOT BEING REZONED.

Mayor Wynn: AND NO ADDITIONAL RESTRICTIONS ARE BEING PUT ON OTHER THAN THE FACT THAT WE HAVE A NEIGHBORHOOD PLAN AMENDMENT PROCESS THAT DOES CON STRAIN OUT FREQUENTLY TRACTS WITHIN A NEIGHBORHOOD PLAN CAN COME BEFORE COUNCIL FOR ZONING. AND WHATEVER YOU SEE YOU MAY HAVE ON THAT TRACT NOW IN THEORY IT SHOULD BE COMPLIANT WITH SF-3 ZONING. BUT IF YOU WERE TO HAVE HAD A LEGAL USE ON THAT TRACT, EVEN IF WE WERE TO REZONE IT, IT WOULD STILL REMAIN LEGAL AND JUST BE NONCONFORMING AFTER THAT, BUT WE'RE NOT REZONING THE PROPERTY.

THAT'S RIGHT.

Mayor Wynn: SINCE WE'RE NOT REZONING THE PROPERTY, IT'S -- SEEMINGLY THERE'S NOT THE OPPORTUNITY TO FILE A VALID PETITION BECAUSE THERE'S NO ACTION BEING TAKEN THAT CHANGES THE INHERENT TITLEMENT OF A PROPERTY. MS. GLASGO, WOULD YOU LIKE TO ADD ANYTHING TO THAT?

MAYOR, YOU WERE CORRECT. I JUST WANT TO ADD THAT ON THE 20TH THAT'S WHERE YOU WOULD BE HEARING THE CONTESTED CASES. THIS TRACT IN ITSELF -- IT'S NOW BEING REZONED, SO IT'S NOT GOING TO BE ON THE LIST OF CONTESTED CASES. WHAT I WAS GOING TO SUGGEST IS IT'S PROBABLY BETWEEN NOW AND THE 20TH. MR. SCHREIBER CAN MEET WITH THE NEIGHBORHOOD ASSOCIATION, CONTINUE HAVING A DIALOGUE ABOUT HOW TO PROCEED IN THE FUTURE. MAYBE BETWEEN NOW AND THEN THEY CAN HAVE A CHANCE TO HAVE FURTHER DISCUSSION THAT THEY MIGHT NOT HAVE WITH THEM AS WITH HIS RELATIVES. SO MAYBE ON THE TWENTH WE CAN HAVE A CLEAR UNDERSTANDING OF WHAT COUNCIL OUGHT TO WEIGH WHEN YOU'RE CONSIDERING THE CONTESTED CASES.

Mayor Wynn: COUNCIL CAN ALSO RESERVE THE RIGHT TO INITIATE A ZONING CASE.

YES, YOU CAN DIRECT THEM ON THE 20TH IF YOU DECIDE

WHAT YOU'VE HEARD AT THAT TIME IS COMPELLING, THEN YOU CAN COMPEL US AT THAT TIME TO A ZONING CASE AND HEAR IT IN THE CONTEXT OF THE REZONING AT THAT TIME AND DECIDE UP OR DOWN WHICH WAY TO GO.

Mayor Wynn: THANK YOU, COUNCIL. WE HAVE ONE ADDITIONAL CITIZEN SIGNED UP. WELCOME, SUSAN. YOU WILL HAVE THREE MINUTES.

YES. I JUST GOT A CALL FROM THE NEIGHBOR AT -- WE OWN 1206 LIVE OAK. IT'S AT THE END OF THE SAGE CREEK SUBDIVISION. IT'S THE ONE DIRECTLY ACROSS THE STREET AND THEN MALCOLM LIVES IN THE PLACE NEXT TO THAT. WE GOT A MESS SOJ, SO -- MESSAGE, SO I CAME DOWN HERE. I JUST TALKED TO ARTHUR AND WHAT HE WANTS TO DO IS KEEP THAT HOUSE AND MAKE IT AN HISTORIC MONUMENT. THIS IS WHAT HE JUST TOLD ME. I WAS JUST FINDING THIS OUT NOW. THAT I THINK WOULD BE GREAT. IT'S A BEAUTIFUL HOUSE. WE WOULD LOVE IT IF IT WOULD STAY THE WAY IT IS, BUT THEY'RE SAYING THEY WOULD HAVE TO REZONE IT FIRST, BUT THEN THERE'S NO GUARANTEE THAT IT'S GOING TO NECESSARILY STAY THAT WAY BECAUSE SOMEBODY COULD BUY BYE IT AS MULTI-USE. WHOJ WHAT THE RULES ARE ABOUT THAT AND I DON'T KNOW WHAT SAGE CREEK THINKS ABOUT THAT. I GUESS MINE IS MORE OF A REQUEST. I'M LIKE AGAINST CHANGING IT TO MULTI-USE IF IT'S GOING TO BE OFFICES BECAUSE IT IS NOW A NICE LITTLE PLACE NOW THAT SAGE CREEK IS THERE AND WE'RE LOOKING AT HOW WE CAN ADD TO OUR HOUSE NOW. IF THEY CHANGE IT TO OFFICES, THAT CHANGES A LOT. IT CHANGES THE WHOLE FEEL OF THAT AREA. BUT IF THEY DO KEEP IT AS THAT BEAUTIFUL HOME AND USE THAT AS AN OFFICE AND MAKE THAT AN HISTORIC MONUMENT, I THINK THAT'S A WIN FOR EVERYBODY. SO MY QUESTION IS I DON'T KNOW IF THERE'S ANY WAY OF MAKING THAT ALL HAPPEN AT ONCE BECAUSE THERE'S THINGS THAT HAVE TO ORDER IN DIFFERENT ORDERS, AND I THINK I WAS OUT OF THE ROOM WHEN YOU WERE SAYING SOMETHING WHEN YOU WALKED BACK IN, I THINK YOU SAID SOMETHING ABOUT IF WE CAN BRING IT BACK AS A CON ESTED THING, THAT'S WHAT I WOULD REQUEST, THAT WE GET THE NEIGHBORHOOD PEOPLE TOGETHER AND DISCUSS IT AND FIND SOME SOLUTION. BUT IT'S THE FIRST THING WE HEARD OF IT IS WE GOT A

MESSAGE LAST NIGHT. WE HAVEN'T REALLY THOUGHT MUCH MORE OF IT.

Mayor Wynn: THANK YOU, MS. MEREDITH. SO MR. SCHREIBER, WE OJ YOUR ISSUE AND CONCERN, AND I THINK WITH SOME FLEXIBILITY THAT STAFF INHERENTLY HAS AND WE HAVE AS A COUNCIL AS MORE OF THESE PROPERTIES IN THE NEIGHBORHOOD COME FORWARD, PRESUMEBLY OCTOBER 20TH, I THINK WE'LL HAVE THE OPTIONS FOR YOU TO HAVE MORE OPTIONS BY THEN. SO I URGE YOU TO WORK WITH STAFF AND THE NEIGHBORHOOD PLANNING TEAM TO FURTHER FLESH OUT WHAT YOUR THOUGHTS AND PLANNED ARE FOR YOUR -- PLANS ARE FOR YOUR PROPERTY. THANK YOU FOR BEING HERE. SO MR. SMITH, ARE WE READY TO GO THROUGH THE MOTION SHEET?

I BELIEVE SO. STAFF IS REQUESTING THAT FOUR ACTIONS BE TAKEN THIS AFTERNOON. THE FIRST MOTION WOULD BE TO AMEND THE AUSTIN TOMORROW COMPREHENSIVE PLAN BY APPROVING ON ALL THREE READINGS THE GREATER SOUTH RIVER CITY COMBINED NEIGHBORHOOD PLAN AS RECOMMENDED BY PLANNING COMMISSION WITH THE EXCEPTION OF THE ITEMS RELATED TO SECONDARY APARTMENT, LOT -- SMALL LOT AMNESTY AND THOSE TRACTS UNDER SECTION 3 AND 4, WHICH IS TRACTS 1, 3, 28, 29 A AND B AND 35. MOTION 2 IS TO APPROVE THE ZONING FOR THE ST. EDWARD'S NEIGHBORHOOD WITH THE EXCEPTION OF SECONDARY APARTMENT AND SMALL LOT AMNESTY SPECIAL USES. MOTION 3 WOULD BE TO APPROVE THE ZONING FOR THE SOUTH RIVER CITY NEIGHBORHOOD PLAN ON ALL THREE READINGS WITH THE EXCEPTION OF NEIGHBORHOOD APARTMENTS, SMALL LOT AMNESTY AND THOSE LOTS LISTED. AND THE FOURTH REQUEST WOULD BE TO POSTPONE THE CASES ON OCTOBER TWENTH AND HAVE THE CONTESTED CASES HEARD THEN.

Mayor Wynn: ANY QUESTIONS? COUNCILMEMBER ALVAREZ.

Alvarez: I WAS CURIOUS ABOUT WHY WE WERE EXCEPTING OR INCLUDING AN EXCEPTION FOR THE ITEMS RELATED TO SECONDARY APARTMENT AND SMALL LOT AMNESTY SPECIAL USES?

SIMPLY BECAUSE THOSE MAR ITEMS ARE UNDER DISPUTE RIGHT NOW. PLANNING COMMISSION DID RECOMMEND SECONDARY APARTMENT, RECOMMENDED AGAINST SMALL LOT AMNESTY. THE NEIGHBORHOOD, HOWEVER, IS OPPOSED TO BOTH OF THOSE OPTIONS, AND SO IN ORDER TO FOCUS IN ON THE CONTESTED CASES, AND WE THOUGHT THAT BY PULLING OUT THOSE CONTESTED ITEMS THAT WE COULD FOCUS IN THOSE AT A LATER TIME AND GET -- APPROVE 91% OF THE PLAN.

Mayor Wynn: GOOD TERMINOLOGY, MR. SMITH.

SORRY. EXCUSE MY CHOICE OF VERB THERE.

Alvarez: SO DOES THAT MEAN TO TRY TO INTRODUCE THEM BEFORE -- THIS IS FINAL READING I GUESS IF THIS IS THIRD READING, SO THAT ISSUE WOULDN'T COME UP UNTIL THERE'S AN OPPORTUNITY TO MAKE AMENDMENTS TO THE PLAN.

FOR THE INFILL OPTIONS THAT ARE BEING PULLED OUT? NO. I'VE CONSULTED WITH THE LAW DEPARTMENT. WE ARE ABLE TO PULL OUT THESE INFILL OPTIONS. WHAT YOU WOULD BE CONSIDERING ON THE 20TH WOULD BE AN AMENDMENT TO THE MAN TO POSSIBLY INCLUDE THESE INFILL OPTIONS TO THE NEIGHBORHOOD PLAN COMBINING DISTRICT.

Alvarez: WHERE WHEN WOULD THAT AMENDMENT TAKE PLACE?

THAT WOULD TAKE PLACE ON OCTOBER 20TH. TONIGHT YOU'RE BEING ASKED TO APPROVE THE PLAN. HOWEVER, THREE WEEKS FROM NOW YOU WOULD BE ASKED TO COME IN AND AMEND THAT PLAN TO EITHER APPROVE OR NOT APPROVE THE SECONDARY APARTMENT AND SMALL LOT AMNESTY.

Alvarez: YOU DON'T HAVE TO WAIT A YEAR BEFORE THAT?

NO. SOMETHING SIMILAR WAS DONE WITH THE CENTRAL EAST AUSTIN PLAN AND THE HOLLY PLAN WITH HOW THOSE ARE HANDLED. WE'RE GOING TO BE DOING SOMETHING

VERY SIMILAR WITH THE GREATER SOUTH RIVER CITY PLAN.

Alvarez: AT ISSUE WE'LL -- SO THAT ISSUE WILL RESURFACE THEN AS WE TRY TO GO THROUGH THE REMAINDER OF THIS PLANNING PROCESS? IN THE NEXT FEW WEEKS. IT'S GOING TO CONTINUE TO BE AN ISSUE. STAFF HAD NOT INTENDED TO MEET WITH THE NEIGHBORHOOD TO DISCUSS THESE ISSUES ANY MORE BECAUSE WE'VE HAD APPROXIMATELY 15 MEETINGS IN WHICH WE DISCUSS LAND USE AND ZONING AND I BELIEVE WE WOULD JUST REACH AN IMPASSE AT THIS POINT. SO THE NEIGHBORHOOD PLANNING TEAM IS OPPOSED TO BOTH OF THOSE?

YES.

Alvarez: AND THE PLANNING COMMISSION, IT SOUNDS LIKE THEY WERE SPLIT.

YES. THEY WERE IN FAVOR OF THE SECONDARY APARTMENT, BUT DID NOT APPROVE THE SMALL LOT AMNESTY.

Alvarez: BUT WE ARE ABLE TO COME BACK IN A FEW WEEKS THAT WE ARE ABOUT TO APPROVE ON --

YES. THERE IS PRECEDENCE WITH OTHER NEIGHBORHOODS, THE CENTRAL EAST AUSTIN AND THE HOLLY PLAN WERE HANDLED IN A SIMILAR FASHION.

Alvarez: ALL RIGHT. THANK YOU.

Mayor Wynn: FURTHER QUESTIONS, COMMENTS OF STAFF?

CIEWS EXCUSE ME, COUNCILMEMBERS. I BELIEVE THERE'S ONE MORE PERSON HERE TO SPEAK.

Mayor Wynn: STEP RIGHT UP.

MAYOR WYNN, COUNCILMEMBERS, MY NAME IS DON DIAL AND I'M NOT OPPOSED TO THE NEIGHBORHOOD PLAN, HOWEVER, I HAVE A SMALL CONCERN ABOUT THE BOUNDARIES OF THE FAIRVIEW PARK SUBDISTRICT. IN JULY OF 1903, THE COUNCIL CREATED A FAIRVIEW PARK NCCD.

AND MY PROPERTY WAS INCLUDED FROM THAT NCCD. IN THE RECENT SEVEN MONTH EFFORT TO DEVELOP THE SOUTH RIVER CITY, SAIND EDWARDS IMAIND NEIGHBORHOOD PLAN, I ATTENDED AND PARTICIPATED IN ALMOST ALL THE MEETINGS. AFTER THE LAST MEETING I LEARNED THAT SOME ITEMS OF THE PLAN THAT EVERYBODY HAD AGREED TO WOULD CONFLICT WITH RULES OR ITEMS, HOWEVER YOU WANT TO REFER TO IT, OF THE NCCD THAT HAD BEEN IN PLACE NOW FOR A COUPLE OF YEARS. THEREFORE THE STAFF' CREATED A FAIR VIEW PARK SUBDISTRICT, THE BOUNDARIES OF WHICH WERE INCLUDED IN THE NOTICE FOR THIS PUBLIC MEETING. MY PROPERTY WAS INCLUDED IN THAT FAIR VIEW PARK SUBDISTRICT. I DO NOT UNDERSTAND WHY THE STAFF FOR SIMPLICITY'S SAKE COULD NOT HAVE USED THE FAIRVIEW PARK NCCD BOUNDARIES. THE DIFFERENCE BETWEEN THE BOUNDARIES, I BELIEVE, AFFECT ONLY MYSELF AND ONE OTHER -- PERHAPS ONE OTHER PROPERTY OWNER. ARE WE BEING SINGLED OUT FOR SOME REASON? THANK YOU. ,.

Mayor Wynn: MR. SMITH, WOULD YOU LIKE TO ADDRESS THAT?

THE REASON WHY STAFF DID THAT WAS AT THE REQUEST OF THE NEIGHBORHOOD TO NOT CONSIDER AMENDMENTS TO THE NCCD AT THIS TIME. THEY WERE STILL WORKING WITH THE NEIGHBORHOOD AND BUSINESS OWNERS ON AMENDMENTS TO THAT NCCD, SO STAFF AGREED WITH THEM AND SAID WE WILL NOT TOUCH THE NCCD AT THIS TIME. HOWEVER, THERE ARE A SMALL HANDFUL OF PROPERTIES, MR. DIAL'S INCLUDED AND MR. HENDERSON OWNS SEVERAL PROPERTIES THAT ARE EXEMPTED FROM THE SUBDISTRICT. AND AS I EXPLAINED TO MR. DIAL YESTERDAY, BY CREATING THIS SUBDISTRICT THROUGH THE NEIGHBORHOOD PLAN, IN NO WAY IMPACTS THIS PROPERTY, DOES NOT BRING HIM IN TO THE FAIR VIEW PARK NCCD, AND THE REASON WHY STAFF DID IT WAS LARGELY FOR UNIFORMITY BECAUSE WHAT MR. DIAL'S REFERRING TO ARE REALLY SEVERAL PROPERTIES THAT ARE SCATTERED THROUGHOUT THAT FAIR VIEW PARK SUBDISTRICT. AND STAFF WHEN CREATING SUBDISTRICTS WE TREE TO MAKE THEM AT LEAST ONE BLOCK IN SIZE. AND SO FOR THAT REASON WE CREATED THE SUBDISTRICT TO FOLLOW THE

NCCD BOUNDARIES, BUT AGAIN, IT WAS NOT INTENDED TO SEND A MESSAGE THAT STAFF HAS THE INTENTION OF INCLUDING MR. DIAL'S PROPERTY INTO THE NCCD WHEN THOSE AMENDMENTS ARE BROUGHT FORWARD.

THANK YOU MR. SMITH. COMMENTS, QUESTIONS?
COUNCILMEMBER LEFFINGWELL.

Leffingwell: DID I HEAR YOU SAY YOU WOULD CONSIDER THE AMENDMENTS TO INCLUDE THE MAN'S PROPERTY?

NO. STAFF IS NOT CONSIDERING AT THAT TIME. AND I BELIEVE SINCE THE NCCD HAS BEEN ADOPTED IN 1986, THERE HAVE BEEN A COUPLE OF AMENDMENTS TO IT. BOTH CASES MR. DIAL'S PROPERTY HAS BEEN EXCLUDE FROM THAT, AND AS FAR AS I KNOW, I DON'T THINK THERE'S ANY INTENTION OF TRYING TO BRING MR. DIAL'S PROPERTY INTO THE NCCD.

Leffingwell: WHAT'S THE PROCESS? DOES HE MAKE APPLICATION?

TO BE EXCLUDE FROM THE NCCD?

Leffingwell: YES.

I BELIEVE THAT WAS JUST THROUGH NEGOTIATIONS WITH THE NEIGHBORHOOD. THERE'S NO FORMAL APPLICATION.

Mayor Wynn: FURTHER QUESTIONS, COMMENTS? MR. SMITH, DO YOU WANT TO WALK US THROUGH?

MOTION ONE IS TO AMEND THE AUSTIN TOMORROW COMPREHENSIVE PLAN BY APPROVING ON ALL THREE READINGS THE GREATER SOUTH RIVER CITY COMBINED NEIGHBORHOOD PLAN AS RECOMMENDED BY THE PLANNING COMMISSION WITH THE EXCEPTION OF THE ITEMS RELATED TO THE SECONDARY APARTMENT AND SMALL LOT AMNESTY SPECIAL USES AND THE TRACTS LISTED UNDER MOTIONS THREE AND FOUR, WHICH ARE TRACTS ONE, THREE, 28, 29 A AND B AND 35.

Mayor Wynn: THANK YOU. COUNCIL, FURTHER COMMENTS OR

QUESTIONS? I'LL ENTERTAIN A MOTION. MOTION MADE BY COUNCILMEMBER MCCracken, SECONDED BY THE MAYOR PRO TEM TO APPROVE ON ALL THREE -- TO CLOSE THE PUBLIC HEARING ON ITEMS Z-1 THROUGH Z-3 AND APPROVE THE MOTION NUMBER ONE AS OUTLINED BY STAFF. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SIX TO ZERO WITH COUNCILMEMBER KIM TEMPORARILY OFF THE DAIS.

MOTION TWO IS TO APPROVE A ALL 3D READINGS THE ORDINANCE AS RECOMMENDED BY THE PLANNING COMMISSION WITH THE EXCEPTION OF THE SECONDARY APARTMENT AND SMALL LOT AMNESTY SPECIAL USES.

THANK YOU. I'LL ENTERTAIN A MOTION, COUNCIL.

Thomas: MOVE FOR APPROVAL.

Mayor Wynn: MOTION MADE BY MAYOR PRO TEM, SECONDED BY COUNCILMEMBER DUNKERLEY TO APPROVE MOTION NUMBER 2 AS OUTLINED BY STAFF. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SIX TO ZERO WITH COUNCILMEMBER KIM OFF THE DAIS.

MOTION 3, APPROVE ON ALL 3D READINGS THE SOUTH RIVER CITY NEIGHBORHOOD PLAN COMBINING DISTRICT ORDINANCE AS RECOMMENDED BY THE PLANNING COMMISSION WITH THE EXCEPTION OF THE SECONDARY APARTMENT AND SMALL LOT AMNESTY SPECIAL USES IN TRACTS ONE, THREE, 28, 29 A AND B AND 35.

Mayor Wynn: I'LL ENTERTAIN A MOTION. MOTION MADE BY COUNCILMEMBER LEFFINGWELL, SECONDED BY THE MAYOR PRO TEM TO APPROVE MOTION NUMBER 3 AS OUTLINED BY

STAFF. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SIX TO ZERO WITH COUNCILMEMBER KIM OFF THE DAIS.

FINAL MOTION IS TO POSTPONE ACTION ON THE TRACTS LISTED UNTIL OCTOBER 20TH, 2005 AND TO KEEP THE PUBLIC HEARING OPEN FOR THESE ITEMS.

Mayor Wynn: I'LL ENTERTAIN A MOTION. MOTION MADE BY COUNCILMEMBER MCCRACKEN, SECONDED BY COUNCILMEMBER DUNKERLEY TO APPROVE THIS POSTPONEMENT MOTION AS OUTLINED BY STAFF. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SIX TO ZERO WITH COUNCILMEMBER KIM OFF THE DAIS.

THANK YOU, CITY COUNCIL.

Mayor Wynn: THANK YOU, MR. SMITH. AND SO AGAIN YOU ANTICIPATE THE CONTESTED CASES AND ANY OTHER PRIFIAL ITEMS COMING BACK ON OCTOBER 20TH?

THAT'S RIGHT.

Mayor Wynn: WILL THOSE -- THOSE HAVE YET TO GO TO PLANNING COMMISSION?

NO. PLANNING COMMISSION ALREADY HAS DEVELOPED A RECOMMENDATION ON THOSE. AND THOSE WILL JUST BE COMING BACK FOR YOUR CONSIDERATION ON FIRST READING ON OCTOBER 20TH.

Mayor Wynn: GREAT. THANK YOU. I'VE JUST BEEN REMIEPDED THAT FOR THE RECORD COUNCILMEMBER KIM IS OFF THE DAIS BECAUSE SHE LIVES IN THIS AREA AND SHE HAS

ABSTAINED AND/OR RECUSED HERSELF. WE'LL WORK THROUGH WHICH ONE OF THOSE IT IS. SO SHE WAS NOT ON THE DAIS AND NOT VOTING BASED ON HER RESIDENCY. THANK YOU, MS. TERRY. WELCOME BACK, MS. GLASGO.

MAYOR, I WAS JUST GOING TO SUGGEST THAT GIVEN THE NUMBER OF MINUTES LEFT UNTIL YOUR 5:30 PROCLAMATION THAT YOU RECESS UNTIL AFTER BECAUSE THE TWO CASES WE HAVE WILL CERTAINLY TAKE LONGER THAN THE AMOUNT OF TIME LEFT.

Mayor Wynn: THANK YOU, MS. GLASGO. SO COUNCIL, WITHOUT OBJECTION WE DO HAVE TWO DISCUSSION ITEMS, Z-21 AND Z-25, ON NUMBER OF FOANGZ HAVE SIGNED UP FOR EACH OF THOSE TWO CASES AND IT WON'T BE PRACTICAL FOR US TO GET THEM DONE IN 10 MINUTES, WHICH WOULD TAKE US TO OUR 5:30 BREAK FOR LIVE MUSIC AND PROCLAMATIONS. WITHOUT OBJECTION WE WILL NOW RECESS THE MEETING OF THE AUSTIN CITY COUNCIL AND WILL TAKE THESE CASES UP AS SOON AS WE FINISH OUR PROCLAMATIONS. THANK YOU, MS. GLASGO.

GOOD EVENING, WELCOME TO OUR 5:30 LIVE MUSIC GIG AT THE AUSTIN CITY COUNCIL. TODAY HAPPENS TO BE OPERA DAY AND SO JOINING US IS ELIZABETH CASS A PRINCIPAL SOLOIST AND MUSIC EDUCATION WITH THE AUSTIN LYRIC OPERA, WITH US TO MARK THE BEGINNING OF THE OPERA'S 2005-2006 SEASON. WE ARE VERY PROUD THIS WILL BE THE 19th YEAR NOW OF AUSTIN LYRIC OPERA'S PERFORMING HERE IN THE AUSTIN AREA. AND TODAY COSTUMED SINGERS HAVE BEEN PERFORMING FAVORITE ARIA'S THROUGHOUT THE CITY THROUGHOUT THE DAY. IN FACT I BEGAN MY DAY WITH THEM AT 9:00 THIS MORNING AS THEY HAD DONE THAT. WE ARE PLEASED TO HAVE ELIZABETH CASS HERE, WHY DON'T YOU INTRODUCE THE NUMBER.

[INDISCERNIBLE],.

Mayor Wynn: PLEASE JOIN ME IN WELCOMING ELIZABETH CASS. [APPLAUSE] [(music) SINGING (music)(music)] [(music) SINGING (music)(music)] PREAFG [(music) SINGING (music)(music)] [(music) SINGING (music)(music)]

TALK ABOUT TESTING THE ACOUSTICS IN THE NEW CITY HALL, BEAUTIFUL. I'M ACTUALLY GOING TO ASK TAMARA HALE TO COME UP AND SAY A FEW WORDS ABOUT THE '05-'06 SEASON, TELL US MORE.

AUSTIN LYRIC OPERA IS VERY EXCITED TO CELEBRATE AND THANK CITY COUNCIL AND THE MAYOR FOR CELEBRATING OPERA DAY 2006. IT IS SO EXCITING FOR US, WE WILL OPEN THIS SEASON ON OCTOBER 7th, 8th, 9th, 10 WITH IL TRAVATORRI'S MASTER SPECIE. WE HAD HOPED TO USE A SET OUT OF NEW ORLEANS OPERA, OF COURSE YOU ALL KNOW THAT SET IS PROBABLY UNDER ABOUT 19 FEET OF WATER. BUT WE WILL PUT TOGETHER A PRODUCTION THAT WILL BE TRULY AUSTIN. IT WILL BE MINIMALIST, BUT IT WILL REMIND YOU OF ALL OF THE HOMES AND LIVES AND BUSINESSES THAT WERE LOST IN KATRINA. WE THINK THAT YOU WILL ENJOY IT. AFTER WE OPEN OUR SEASON IN OCTOBER, WE WILL MOVE TO JANUARY, WHERE WE WILL CELEBRATE THE 100ST ANNIVERSARY WITH AN OPERA SELDOM DONE, LADY McBETH OF MATINSK. BANNED BY STALIN FOR 40 YEARS. IT DIDN'T COME TO THE UNITED STATES UNTIL 1981, SELDOM PERFORMED. WE NOT ONLY WILL PERFORM IT, BUT IT'S OUR OWN PRODUCTION. ALL OF THE SETS, CAST WILL COME FROM THIS TOWN. WE WILL USE ONE OF OPERA'S GREAT ESTHERS, CARROLL VANESS IN THE ROLL OF KATRINA. A FABULOUS PRODUCTION. AUSTIN LYRIC AUSTIN ALSO INVITED ARTS AND EDUCATIONAL ORGANIZATIONS TO JOIN US IN A YEAR LONG CELEBRATION OF THE BIRTH. RIGHT NOW 22 ORGANIZATIONS THAT EQUAL MORE THAN 100 PERFORMANCES WILL BE TAKING PLACE DURING THE YEAR OF 2006 IN AUSTIN TO CELEBRATE CHASTKOVICH'S BIRTH. IN MARCH A NEW PRODUCT CALLED LIGHTS, CAMERA, OPERA. THIS IS AN -- ISN'T OPERA AS YOU HAVE NORMALLY SEEN IT. SOME OF THE GREATEST MOMENTS IN OPERA AND MUSIC WHEN THEY HAVE COME TOGETHER. IT WILL BE LIGHT, EDUCATIONAL, CASUAL AND REALLY DESIGNED FOR PEOPLE WHO DON'T THINK THEY LIKE OPERA, BUT WE'RE GOING TO MAKE SEWER THAT THEY KNOW THAT THEY DID DO. FINALLY WE WILL CLOSE OUR SEASON IN APRIL WITH NOTES START'S DON JIVANNI KNOWN AS THE PERFECT OPERA, A PERFECT ENDING TO A PERFECT SEASON, MR. MAYOR, THANK YOU SO MUCH FOR

RECOGNIZING US TODAY. IT IS SO IMPORTANT TO US AND TO THIS COMMUNITY AND WE REALLY APPRECIATE HOW MUCH YOU PUT THE ARTS FORWARD IN AUSTIN. THANK YOU.

Mayor Wynn: WELL, THANK YOU. WE ARE VERY PROUD OF AUSTIN LYRIC OPERA. WITH THAT I WOULD LIKE TO HAVE THIS OFFICIAL PROCLAMATION AND LET YOU KNOW THAT IT READS -- BE IT KNOWN THAT WHEREAS THE AUSTIN LYRIC OPERA IS AUSTIN'S FIRST AND ONLY PROFESSIONAL OPERA COMPANY, HAS BECOME A CULTURAL TOUCH STONE IN THE ARTS COMMUNITY IN THE CENTRAL TEXAS AREA AND HAS GAINED RECOGNITION AS A PRODUCER OF GREAT OPERA. RENOWNED CONDUCTOR AND DIRECTOR RICHARD BUCKLEY WILL LEAD INTERNATIONALLY RECOGNIZED SINGERS, THE ORCHESTRA AND CHORUS IN VERDI'S OPERA OCTOBER 7th THROUGH 10th TO OPEN THE 2005-2006 AS TAMARA SO BEAUTIFULLY DESCRIBED FOR US. AS WE HEARD EARLIER, THE COTS STIEWMED SINGERS HAVE BEEN AND WILL CONTINUE TO PERFORM ALL ACROSS THE CITY TODAY. COSTUMED PERFORMERS DOING THIS ARIAS THROUGHOUT THE CITY TO PROMOTE TODAY SEPTEMBER 29th, 2005 AS OPERA DAY IN AUSTIN AND CALL ON ALL CITIZENS TO JOIN ME IN CONGRATULATING AND THANKING THE AUSTIN LYRIC OPERA FOR BEING A MAINLY PART OF THE GREAT CULTURAL ARTS SCENE IN THIS TOWN. [APPLAUSE] WE ARE NOT GOING TO ASK SON DURING AND CHRIS LIPPE TO SING. [LAUGHTER]

WE CAN DO THAT. JUST KIDDING.

Mayor Wynn: I KNOW YOU CAN.

HARD TO DO THAT.

Mayor Wynn: OUR FIRST PROCLAMATION FOR TODAY RELATES TO THE CITY OF AUSTIN'S COMBINED CHARITIES CAMPAIGN KICKOFF. SONDRRA AND/OR CHRIS WILL PROBABLY SAY MORE ABOUT THIS. BUT THIS IS WHERE THE CITY OF AUSTIN EMPLOYEES GET TOGETHER AND RAISE AN AWFUL LOT OF MONEY, WE CALL OUR COMBINED CHARITIES PROGRAM FOR US TO THEN DISSEMINATE THAT MONEY TO NEEDY GROUPS AND IMPORTANT CHARITIES AND PARTNERS OF THE CITY OF AUSTIN THROUGHOUT THIS COMMUNITY.

AND IT'S A GREAT SHOW OF -- OF COMMUNITY AFFECTION BY A BUNCH OF STELLAR CITY OF AUSTIN EMPLOYEES. THE PROCLAMATION THAT I'LL READ NOW, I WILL ASK SONDRAND/OR CHRIS TO SAY MORE ABOUT THE DAY AND THE CAMPAIGN AND THE WORK OF CITY EMPLOYEES READS: BE IT KNOWN WHEREAS CHARITIES PROVIDE A VEHICLE THROUGH WHICH CONTRIBUTORS, VOLUNTEERS AND COMMUNITY AGENCIES CAN WORK TOGETHER TO SUPPORT A COMPREHENSIVE ARRAY OF HEALTH, EDUCATION, AND ENVIRONMENTAL, SOCIAL JUSTICE AND SERVICE PROGRAMS FOR THE CENTRAL TEXAS COMMUNITY; AS WELL AS OUR BROADER STATE-WIDE AND INTERNATIONAL COMMUNITIES. AND WHEREAS THE CITY OF AUSTIN'S COMBINED CHARITY CAMPAIGN HAS RAISED MORE THAN \$5.6 MILLION, SINCE 1994. AND WHEREAS WE ENCOURAGE ALL CITY EMPLOYEES TO LEND A HAND, MAKE A DIFFERENCE, BY CONTRIBUTING GENEROUSLY TO THE CHARITABLE AGENCIES OF THEIR CHOICE. NOW THEREFORE I WILL WYNN MAYOR OF THE CITY OF AUSTIN, DO HEREBY PROCLAIM TODAY, SEPTEMBER 29th, 2005, AS THE OFFICIAL CITY OF AUSTIN COMBINED CHARITIES CAMPAIGN DAY KICKOFF IN AUSTIN, AND WOULD LIKE TO -- TO ASK ONLY A TO SAY WORDS ABOUT WHAT IS A REMARKABLE COMBINED EFFORT BY A LOT OF GREAT CITY OF AUSTIN EMPLOYEES. SONDRAND/OR CHRIS IF.

THANK YOU, MAYOR.

I'M GLAD TO HAVE A CHANCE TO TALK TO YOU ABOUT THE AUSTIN -- CITY OF AUSTIN'S COMBINED CHARITIES CAMPAIGN, ESPECIALLY IN LIGHT OF THE RECENT TRAGEDIES THAT THIS COUNTRY HAS EXPERIENCED. I WANT YOU TO KNOW THAT OUR CAMPAIGN IS OFF AND RUNNING, DONATIONS ARE ACTUALLY THROEG FLOWING IN FROM ALL OF OUR DEPARTMENTS. IN THE AFTERMATH OF THE HURRICANE'S KATRINA AND RITA, WE ARE ALL AWARE OF THE SUFFERING OF MANY OF THE PEOPLE THROUGHOUT THE SOUTH. WHO ARE HIT BY THE DESTRUCTION. THIS YEAR'S CAMPAIGN OFFERS A UNIQUE OPPORTUNITY TO HELP OUR FELLOW AMERICANS AND TRULY MAKE A DIFFERENCE. MANY CITY EMPLOYEES HAVE ALWAYS -- HAVE ALREADY COME FORWARD, OFFERING THEIR TIME, THEIR MONEY AND THEIR DONATIONS OVER THE PAST MONTH AND WE REALLY APPRECIATE THAT EFFORT. WE ALL KNOW THAT

OUR HELP WILL BE NEEDED FOR A LONG TIME TO HELP PEOPLE GET BACK ON THEIR FEET. I HAVE NO DOUBT THAT CITY EMPLOYEES GENEROSITY WILL CONTINUE AND THAT WE WILL MEET OR EVEN EXCEED OUR GOAL OF \$683,000. IN ADDITION TO DONATING TO CHARITIES SUPPORTING VICTIMS OF THE HURRICANES, I DO WANT TO MENTION THAT THERE ARE MANY OTHER CHARITIES THAT ALSO NEED YOUR GENEROUS HELP. ALMOST 500 TO CHOOSE FROM IN FACT. SO THERE'S SOMETHING THERE OF INTEREST TO EVERYONE. I URGE ALL OF YOU AS CITY EMPLOYEES TO PLEDGE GENEROUSLY AND LEND A HAND. AND I WANT TO REMIND EVERYONE, ALSO, THAT WE HAVE A COAC KICKOFF SCHEDULED FOR TOMORROW AND INVITE EVERYONE TO ATTEND, THERE WILL BE ALL CONVERSATION FUN PLANNED AND I HOPE TO SEE ALL OF YOU THERE. SO THANK YOU VERY MUCH. I WOULD LIKE TO ASK CHRIS LIPPE, WHO IS OUR CO-CHAIR THIS YEAR TO SAY A FEW WORDS.

THANK YOU, SONDRRA, THANK YOU, MAY. WE REALLY APPRECIATE THE SUPPORT THAT WE GET FROM OUR CITY COUNCIL AND THE CITY MANAGER. THE SUPPORT AND ENCOURAGEMENT FOR THIS FUNDRAISING CAMPAIGN. I JUST WANT TO SAY THAT THE CITIZENS OF AUSTIN CAN BE EXTREMELY PROUD OF -- OF THE CITY EMPLOYEES, GENEROSITY AND IN THIS CHARITABLE CAMPAIGN. THE CITY'S CAMPAIGN IS RECOGNIZED FOR BOTH THE -- THE AMOUNT OF FUNDING RAISED AND THE PARTICIPATION BY EMPLOYEES. ONE OF THE STRONGEST PROGRAMS IN CENTRAL TEXAS. SONDRRA MENTIONED THAT THE GOAL FOR THIS YEAR IS OVER \$600,000. BUT IN THE LAST -- SINCE THE INCEPTION OF THE PROGRAM OF THE CAMPAIGN IN 1993, THE -- THE EMPLOYEES OF THE CITY OF AUSTIN HAVE RAISED OVER \$6 MILLION CONTRIBUTED TO -- TO THE VARIOUS CHARITIES THAT ARE -- THAT ARE PART OF THIS FUND RAISING CAMPAIGN. SO IT'S A TREMENDOUS AMOUNT OF -- OF ASSISTANCE THAT GOES TO -- MUCH OF IT GOES LOCALLY, THERE'S THE CHOICES AS WELL FOR NATIONAL AND EVEN WORLDWIDE CHARITIES. I'M VERY EXCITED TO BE PART OF THIS, VERY PROUD OF ALL OF THE CITY OF AUSTIN EMPLOYEES. AT THIS POINT I'M PLEASED TO INTRODUCE THE CAMPAIGN MANAGER WHO IS WITH THE AGENCY EARTH SHARE. MY PLEASURE TO INTRODUCE EDIE MULLBERGER.

THANK YOU, CHRIS. THANK YOU SONDRRA. I WANT TO TAKE THIS OPPORTUNITY TO THANK THEM BOTH FOR THEIR INCREDIBLE LEADERSHIP IN HELPING US OUT WITH THIS CAMPAIGN. THANK YOU, MAYOR, FOR ALLOWING THIS WONDERFUL OPPORTUNITY FOR ALL CITY OF AUSTIN EMPLOYEES TO CONTRIBUTE TO A CHARITY OF THEIR CHOICE. IT'S ALREADY BEEN SAID, THIS IS A FABULOUS OPPORTUNITY. WHAT IT MEANS, IT MEANS THAT EMPLOYEES CAN DONATE A PART OF THEIR PAYCHECK AT WHATEVER LEVEL THEY FEEL COMFORTABLE WITH, AND IT CAN HELP CHARITIES THROUGHOUT THE YEAR. WHAT IT MEANS TO THE CHARITABLE ORGANIZATIONS IS THAT THEY CAN DEPEND ON A CHECK COMING TO THEM THROUGHOUT THE YEAR. FROM THIS CULMINATION OF DONATIONS FROM SO MANY EMPLOYEES. IT'S AN INCREDIBLE PROGRAM. I WANT TO COMMEND THE CITY OF AUSTIN FOR INSTITUTING THIS WONDERFUL OPPORTUNITY FOR THEIR EMPLOYEES. AND THE CITY EMPLOYEES, THANK YOU FOR NOT ONLY THE WORK THAT YOU DO EVERY DAY, YOU ARE KNOWN AS WONDERFUL COMMUNITY LEADERS AND VOLUNTEERS AND YOUR GENEROSITY IS REALLY KNOWN, NOT ONLY IN CENTRAL TEXAS, BUT AMONG THE NATION THIS IS ONE OF THE FINEST MUNICIPAL CAMPAIGNS. WE ARE PROUD TO BE A PART OF IT, WE ARE PROUD TO BE MANAGING THIS CAMPAIGN AND DISTRIBUTING THE MONEY TO ALL OF THE CHARITIES AND WE HOPE THAT WE CAN CONTINUE TO DO IT FOR MANY YEARS. THANK YOU VERY MUCH. [APPLAUSE]

Mayor Wynn: THIS IS SORT OF AN AGGIE EXPLANATION HERE ABOUT WHY WE ARE DOING ARBOR DAY IN OCTOBER, BUT WE WILL GET TO THAT. NEXT PROCLAMATION IS ABOUT ARBOR DAY, I'M JOINED BY JAY CULVER AND WARREN STRUSS. THE OPERATION READS: BE IT KNOWN WHEREAS TREES REDUCE EROSION, CUT HEATING AND COOLING COSTS, MODERATE THE TEMPERATURE, CLEAN THE AIR, PRODUCE OXYGEN AND PROVIDE HABITAT FOR WILDLIFE. WHEREAS TREES ARE ALSO A RENEWABLE SOURCE GIVING US PAPER AND WOOD, WHILE ALSO INCREASING PROPERTY VALUES AND BEAUTIFYING OUR COMMUNITY. WHEREAS I URGE ALL CITIZENS TO JOIN EFFORTS TO PROTECT OUR TREES AND WOOD LANDS AND TO PLANT TREES TO GLADDEN THE HEART AND PROMOTE THE WELL-BEING OF

THIS AND FUTURE GENERATIONS DURING THIS 115th
CELEBRATION OF ARBOR DAY IN TEXAS. SO NOW
THEREFORE I, WILL WYNN, MAYOR OF THE CITY OF AUSTIN,
DO HEREBY PROCLAIM OCTOBER 1st, 2005 AS ARBOR DAY IN
AUSTIN AT LEAST, AND CALL ON MR. JAY CULVER TO TALK
TO US A LITTLE BIT ABOUT THE PROBLEM, EXPLAIN WHY IT'S
IMPORTANT THAT WE DO IT IN OCTOBER AND NOT LATER IN
THE SPRING, WHICH IS THE NATIONAL DAY. AND JUST
REMIND US REALLY HOW EASY IT IS TO -- AS INDIVIDUALS
AND THEN CERTAINLY AS A LARGER COMMUNITY TO KEEP
IMPORTANT TREE PLANTING PROGRAM ONGOING. JAKE?

WELCOME. >

THANK YOU, MAYOR.

YES, MAYOR, TRADITIONALLY, ARBOR DAY IS CELEBRATED
NATIONWIDE ON THE LAST FRIDAY OF APRIL. WE FELT THAT
WE WERE SENDING OUT THE WRONG MESSAGE BY
OBSERVING IT AT THE END OF APRIL BECAUSE OUR TREE
PLANTING SEASON RUNS FROM OCTOBER THROUGH
MARCH. THIS GIVES OUR TREES A MUCH GREATER SURVIVAL
RATE. WE ARE HAVING OUR FIRST PUBLIC TREE PLANTING
THIS SATURDAY ON AUSTIN'S ARBOR DAY OCTOBER 1st. IT
WILL BE IN THE NEEDANCE OF WEST GATE -- MEETIANS OF
WESTGATE -- MEDIANS OF WESTGATE BOULEVARD NORTH
OF SLAUGHTER LANE. I ENCOURAGE EVERYONE WHO CAN
TO HELP US PLANT SOME TREES. I WANT TO THANK THE
MAYOR AND COUNCIL VERY MUCH FOR THEIR SUPPORT. [
APPLAUSE]

THANK YOU.

I WANT TO TAKE THIS OPPORTUNITY, WARREN STRUSS,
DIRECTOR OF PARKS AND RECREATION DEPARTMENT.
PROBABLY ONE OF OUR MOST IMPORTANT PROGRAMS, OUR
FORESTRY PROGRAM, I'M ALSO DELIGHTED TO BE ABLE TO
RECOGNIZE OUR CITY FORESTER JAY CULVER FOR THE
LEADERSHIP THAT YOU PROVIDE TO OUR FORESTRY
PROGRAM. ON BEHALF OF THE PARKS AND
RECOLLECTIONRECREATION DEPARTMENT LET'S GET OUT
THERE AND PLANT THOSE TREES. IT'S THE TIME TO DO IT.

THANK YOU, JAY FOR YOUR LEADERSHIP. [APPLAUSE]

Mayor Wynn: OUR NEXT OPERATION IS REGARDING MENTAL ILLNESS AWARENESS WEEK, ERIC BLOOMBERG IS GOING TO SAY A FEW WORDS AFTER I READ THE PROCLAMATION. I'M PROUD TO HAVE BEEN SO WELL EDUCATED OVER THE LAST TWO OR THREE YEARS ABOUT THE CHALLENGES THAT WE FACE NOT ONLY LOCALLY, REALLY JUST ACROSS THIS COUNTRY WHEN IT COMES TO MENTAL ILLNESS AND MENTAL HEALTH. MOSTLY POOR FUNDING, WITH YOU'LL ALSO A FRAGMENTED, DISJOINTED SERVICE DELIVERY MODEL, AT LEAST FOR MOST OF THE STATE OF TEXAS. SO WITH ENCOURAGEMENT WITH A NUMBER OF FOLKS LAST YEAR WE FORMED THE MENTAL HEALTH TASK FORCE THAT ERIC SERVES ON, MANY OTHERS, ABOUT 90 PROFESSIONAL ANALYSIS IN THE -- PROFESSIONALS IN THE CENTRAL TEXAS AREA STEPPED UP AND HELPED US CRAFT A PLAN, DEVELOPING CRITERIA FOR HOW TO GAUGE AND BENCHMARK AND THEN MEASURE OUR IMPROVEMENT WITH REGARDS TO MENTAL HEALTH AND ILLNESS IN TRAVIS COUNTY. NOW THE MHMR BOARD'S ACCEPTANCE OF THAT INITIAL REPORT, TAKING THE ROLE FOR SOME ONGOING PRODUCT WORK. I THINK WE START TO GET THERE AND UNDERSTAND SORT OF THE FUNDING NEEDS, BUT MORE IMPORTANT THAN THAT, JUST THE -- THE NEED TO -- TO HAVE A -- HAVE A MORE CONCISE, MORE HOLISTIC PLAN WHEN IT COMES TO OUTREACH, EDUCATION AND SERVICE OF FOLKS WHO ARE IN NEED OF -- OF SERVICE. SO OUR PROCLAMATION TODAY READS: BE IT KNOWN WHEREAS MANY ORGANIZATIONS IN THE AUSTIN TRAVIS COUNTY AREA WORK TO COMBAT THE STIGMA ASSOCIATED WITH MENTAL ILLNESS AND TO HELP THOSE AFFECTED BY MENTAL ILLNESS TO ACHIEVE RECOVERY AND RESILIENCY. WHEREAS WE SALUTE THE AUSTIN TRAVIS COUNTY MHMR CENTER, THAT'S HARD TO READ, [INDISCERNIBLE] AUSTIN AND TEXAS, THE COMMUNITY ACTION NETWORK AND THE TEXAS COUNCIL OF MHMR CENTERS THAT WORK TIRELESSLY TO PROVIDE A REWARDING QUALITY OF LIFE FOR CHILDREN AND ADULTS -- QUALITY OF LIFE FOR CHILDREN AND ADULTS WITH MENTAL ILLNESS. WHEREAS THE MAYOR'S TASK FORCE ON MENTAL HEALTH HAS DEVELOPED A PLAN TO ADDRESS THE ISSUES OF MENTAL HEALTH AND

MENTAL ILLNESSES IN ORDER TO MAKE AUSTIN A HEALTHIER CITY PHYSICALLY AND MENTALLY. THEREFORE I WILL WYNN MAYOR OF THE CITY OF AUSTIN, TEXAS DO HEREBY PROCLAIM OCTOBER 1st THROUGH 8th 2005 AS MENTAL ILLNESS AWARENESS WEEK IN AUSTIN. I CONGRATULATE AND THANK THE MANY PROFESSIONALS WHO HAVE COME FORWARD TO HELP US CREATE THE PLAN AND INSPIRE US TO MOVE FORWARD WITH IT AS PUBLIC AND PRIVATE SECTOR. I WOULD LIKE TO ASK ERIC TO COME UP AND SAY A FEW WORDS ABOUT WHERE WE ARE WITH THE PLAN, WHAT OUR NEXT STEPS ARE. THANK YOU FOR BEING HERE. [APPLAUSE]

THANK YOU, MAYOR. I WEAR DUAL HAT IN THE AREA OF MENTAL HEALTH HERE IN AUSTIN. I'M THE PROGRAM COORDINATOR FOR NATIONAL ALLIANCE FOR -- OMEN TALL ILLNESS, ALSO -- ON MENTAL ILLNESS, NOW WORKING DILL GETTINGLY WITH THE MONITORING COMMITTEE SET UP SUBSEQUENT TO THE RELEASE OF THE MAYOR'S TASK FORCE REPORT ON MENTAL HEALTH. I -- I STILL AM IN A LEARNING SITUATION REGARDING MENTAL HEALTH AND SERVICE DELIVERY HERE IN THE AUSTIN AREA. BUT I HAVE TO SAY THAT I REALLY WANT TO SAY THIS SINCERELY AND I WANT TO THANK THE MAYOR AND THE COUNCIL AND EVERYBODY WHO WORKED ON THE -- ON THE MENTAL HEALTH TASK FORCE REPORT, BECAUSE IT HAS PUT IN FOCUS THE MANY STEPS THAT WE HAVE TO ACHIEVE HERE IN THIS CITY BEFORE WE CAN ACTUALLY CALL OURSELVES A MENTALLY HEALTHY, AWARE CITY AND A CITY IN WHICH THOSE WITH BRAIN DISORDERS ARE TREATED IN A RESPECTED AND FULL FASHION AMONG OTHER HEALTH SERVICE DELIVERY ORGANIZATION. II WANT TO THANK THE COMMUNITY ACTION NETWORK AND OF COURSE AUSTIN TRAVIS COUNTY MENTAL HEALTH AND MENTAL RETARDATION CENTER FOR HELPING OUT IN THIS REGARD. THERE WAS A HANDOUT GIVEN TO THE COUNCILMEMBERS, WE HOPE THAT WE CAN LEAVE THEM FROM THE FRONT -- IN THE FRONT THAT WAS PUT TOGETHER BY THE COMMUNITY ACTION NETWORK. IT SPEAKS TO THE BREADTH OF THE PROBLEM HERE NOT ONLY IN AUSTIN, BUT THROUGHOUT TEXAS AND THE REST OF THE COUNTRY. WHEN YOU TAKE INTO EFFECT, TAKE INTO ACCOUNT THAT IT'S ESTIMATED

THAT OVER 22% OF AMERICAN ADULTS WILL SUFFER FROM A DIAGNOSISABLE MENTAL DISORDER IN A GIVEN YEAR, EXTRAPOLATE THAT TO INCLUDE THE ENTIRE -- THE ENTIRE POPULATION OF THE UNITED STATES, CONSIDERING THERE ARE ABOUT 275 OR MAYBE 250 MILLION ADULTS IN THE UNITED STATES, ONE IN FIVE IS A HUGE NUMBER, THAT'S ABOUT 50 MILLION PEOPLE. AT ANY ONE TIME. BY SERVICE DELIVERY IS AS THE MAYOR SAID, DISJOINTED IN SOME REGARDS, SPOTTY IN SOME REGARDS AND A LOT OF PEOPLE ARE LEFT BY THE WAYSIDE. WE DO HAVE A MENTAL HEALTH COMMUNITY HERE THAT IS WORKING ITS HARDEST, THOUGH, INCLUDING THE MHMR CENTER TO MAKE SURE THAT AS MANY PEOPLE AS POSSIBLE DO RECEIVE SERVICES, PARTICULARLY THOSE WHO HAVE LITTLE OR NO FUNDING. RIGHT NOW WE ARE IN THE PROCESS OF IMPLEMENTING PORTIONS OF THE MAYOR'S MENTAL HEALTH TASK FORCE, THE MONITORING COMMITTEE HAS BEEN MEETING SINCE MARCH, WE ARE WELL ON OUR WAY. IN FACT, THERE ALREADY IS AN AUSTIN TRAVIS COUNTY PLAN FOR SUICIDE PREVENTION, THERE'S A JAIL DIVERSION TASK FORCE THAT IS CURRENTLY MEETING AND PUTTING TOGETHER THEIR RECOMMENDATION -- IN FACT THEY HAVE ALREADY PUT TOGETHER THEIR RECOMMENDATIONS AND SOME OF THEM IN FACT WILL BE FUNDED FOR THIS FISCAL YEAR. NEXT WEEK IS MENTAL ILLNESS AWARENESS WEEK. NAME AUSTIN IS KICKING IT OFF WITH ON NAME WALK FOR AMERICA, INVITING EVERYBODY TO SHOW UP AT AUDITORIUM SHORES AT 8:30 AND SHOW UP FOR THE WALK, TAKE A WALK WITH US IN THE MENTAL HEALTH COMMUNITY UP TO THE CAPITOL AND BACK. BUT I DO WANT TO SAY ONE THING, WHILE NEXT WEEK IS MENTAL ILLNESS AWARENESS WEEK, THAT'S JUST THE FIRST OF 52 WEEKS IN THE COMING YEAR THAT AS FAR AS I'M CONCERNED WILL BE MENTAL ILLNESS AWARENESS WEEKS FOR THE AUSTIN COMMUNITY BECAUSE ONCE WE START EDUCATING THE FOLKS IN THIS TOWN, IN THIS COMMUNITY, IN THIS COUNTY, ABOUT MENTAL ILLNESS AND THE OBSTACLES THAT FACE THIS COMMUNITY IN THAT REGARD, I THINK SOME OF THOSE OBSTACLES WILL DISAPPEAR AND IT WILL MAKE EVERYBODY'S JOB A HECK OF A LOT EASIER AND WE WILL WORK TOWARD WHAT THE MAYOR OF AUSTIN WILL WYNN WANTS AND THAT'S A FIT COMMUNITY HERE IN AUSTIN IN

EVERY REGARD. THANKS SO MUCH. [APPLAUSE]

Mayor Wynn: OUR LAST PROCLAMATION TODAY IS REGARDING THE AUSTIN ORGANIC GARDENERS CLUB DAY. I'M PROUD TO NOTE THAT AUSTIN IS -- IS WELL ON OUR WAY, ALTHOUGH WE HAVE LOTS TO LEARN FROM OTHER COMMUNITIES, BUT AUSTIN IS HIGHLY REGARDED ACROSS THE COUNTRY WHEN IT COMES TO EVERYTHING FROM OUR XERISCAPING ORDINANCE THAT WE ARE TRYING TO BRING FORWARD TO OUR ORGANIC GARDENERS ACROSS THIS COMMUNITY. WE ARE OF COURSE THE HOMETOWN OF WHOLE FOODS MARKET, SO WE HAVE A NUMBER OF GOOD THINGS GOING FOR US WHEN IT COMES TO ORGANIC FOODS AND APPROACHES TO A DIFFERENT -- EVEN A DIFFERENT LANDSCAPE ACROSS THIS COMMUNITY. AND A KEY PART OF THAT IS THE AUSTIN ORGANIC GARDENERS CLUB. I'M GOING TO READ A PROCLAMATION THAT WILL DECLARE AN UP COMING DAY AS THEIR DAY. BE IT KNOWN WHEREAS THE AUSTIN ORGANIC GARDENERS CLUB WAS FOUNDED IN 1945, THE LARGEST ONGOING GARDENING CLUB IN THE UNITED STATES, WHEREAS THE CLUB PROMOTES AND EDUCATES THE PUBLIC ABOUT GROWING PLANTS AND CONTROLLING INSECTS USING NATURAL MEANS RATHER THAN CHEMICAL AGENTS THAT ARE TOXIC TO THE ENVIRONMENT. WHEREAS ORGANIC GROWING PRACTICES ARE NOT ONLY KIND TO THE ENVIRONMENT, BUT FRUITS AND VEGETABLES THAT ARE ORGANICALLY GROWN ALSO HAVE A POSITIVE IMPACT ON THE DIETS OF THOSE WHO CONSUME THEM. THEREFORE I WILL WIN, MAYOR OF THE CITY OF AUSTIN, TEXAS DO HEREBY CONGRATULATE THEM ON THEIR 60ST ANNIVERSARY, DO HEREBY PROCLAIM IT AS THE AUSTIN ORGANIC GARDENERS DAY HERE IN AUSTIN. I WOULD LIKE TO HEAR MORE ABOUT IT, THE CLUB, THE DAY, HOW FOLKS IN AUSTIN CAN BE MORE AWARE OF THE IMPORTANT NATURE OF ORGANIC GROWING. WELCOME.

THANK YOU, MAYOR.

HOW PROUD I AM TO STAND HERE TO ACCEPT THIS PROCLAMATION. EVEN THOUGH I'M NEW TO THE AREA, BUT ORGANIC WASN'T NEW WHEN I WAS GROW UP. WHEN I CAME TO AUSTIN, I HEARD ABOUT THIS CLUB, I JOINED IT, I AM FULLY ENJOYING WHAT I AM DOING AND OTHERS DID IN THE

PAST. THIS AUSTIN ORGANIC GARDENERS CLUB STARTED IN 1945 WITH CHARLES AND JOSEPHINE HUNTLY. IN THEIR HOUSE. AT THAT TIME ORGANIC GARDENING WASN'T THAT POPULAR, THEY USED TO GET FISH EMULSION KELP, SEA WEED, DISTRIBUTE IT TO OTHER MEMBERS. IT STARTED AS A SMALL CLUB, NOW GROWING UP TO MORE THAN 100 MEMBERS IN COMMUNITY. OUR OBJECTIVE IT'S TO EDUCATE, PROMOTE, AND DEMONSTRATE SOME OF THE ORGANIC TECHNIQUES USING THE NON-SYNTHETIC ORGANIC COMPOST AND COMPOSTING AND OTHER ORGANIC MATERIALS TO THE PUBLIC. I'M NEW AS I SAID, MY FRIEND HAS BEEN IN THE CLUB MANY, MANY YEARS, I WOULD LIKE HIM TO SAY A FEW WORDS.

WELL, THE PROCLAMATION AND GANI COVERED MOST OF THE IMPORTANT PARTS OF THE CLUB. THE NUTS AND BOLTS OF IT IS WE HAVE REGULAR MONTHLY MEETINGS SECOND MONDAY OF EACH MONTH DOWN AT ZILKER BOTANICAL GARDENS AT 7:00 P.M. IN THE EVENING. WE EXCHANGE INFORMATION OF GROWING ORGANICALLY HERE IN THE LOCAL TEXAS CONDITIONS, EXTREMES OF DROUGHTS AND FLOODS. AND HAVE BEEN DOING SO FOR -- FOR 60 YEARS. I WOULD LIKE TO SAY THAT -- THAT WE PROMOTE THE FACT THAT -- THAT ORGANICS WORKS. ORGANIZEORGANICS IS HEALTHY FOR THE GARDENER AND FOR THE ENVIRONMENT THAT WE HAVE HERE IN AUSTIN. AND LASTLY, ORGANICS IS FUN. THANK YOU. OKAY. IT -- OKAY. [LAUGHTER] IF YOU WISH TO JOIN THE CLUB, OUR DUES ARE VERY NOMINAL, \$8 A HOUSEHOLD PER YEAR. AND FOR THAT YOU RECEIVE A -- NOTICES OF THE MEETING. WE ALSO HAVE A -- A VERY NICE WEBSITE, IT'S UNDER AUSTINORGANICGARDENERS.ORG. YOU CAN FIND INFORMATION ABOUT OUR CLUB MEETINGS THERE. ALSO GOOD GENERAL INFORMATION ON GARDENING, LOTS OF LINKS TO LOTS OF LINKS TO OTHER ORGANIC WEBSITES. GO RIGHT AHEAD.

WE ARE CELEBRATING OUR 60th BIRTHDAY ON OCTOBER 9th IN BOGGY CREEK. THAT IS ORGANIC FARM. AND YOU ARE ALL WELCOME. INCLUDING THE MAYOR, YOU KNOW. AND -- WE CAN ALL SHARE OUR INFORMATION. AND GROW WITH IT. BECAUSE MAKES AS THE MAYOR MENTIONED, WHOLE FOODS STARTED HERE IN AUSTIN, THEY DO PROMOTE THE LOCAL ORGANIC GROWERS AND PRODUCERS GO TO WHOLE

FOODS. LIKEWISE, CENTRAL MARKET ALSO PROMOTES THE ORGANIC PRODUCED, YOU CAN GROW AND ALSO SELL. BESIDES THAT I SEE THE FARMERS MARKET RIGHT HERE IN THE DOWNTOWN, ALSO SUNSET VALLEY AND OTHER PLACES, LOCAL FARMERS CAN PRODUCE ORGANICALLY, WHICH IS GOOD AND HEALTHY, IT DOES BECOME MORE POPULAR THESE DAYS AND WE CAN MAKE IT HEALTHY NATION FOREVER. THANK YOU.

Mayor Wynn: THANK YOU SO MUCH. [APPLAUSE] COUNCIL WILL RESUME AFTER A VERY SHORT BREAK. THANK YOU. WE WILL NOW TAKE UP DISCUSSION ITEMS, IN THE ZONING ZONING CASES.

[INAUDIBLE - NO MIC]

KVUE WEATHER KIOSK 196 -- C14-04-AT 609 FAIRFIELD, THE PROPERTY OWNER AND THE HYDE PARK NEIGHBORHOOD ASSOCIATION WOULD LIKE JOINTLY TO ASK FOR A POSTPONEMENT OF ONE WEEK TO TRY TO WORK OUT REMAINING ISSUES THAT THEY HAVE. REGARDING THE PROPERTY. STAFF WOULD NOT OBJECT TO THIS. THEIR ONLY REQUEST IS THAT THIS BE ON NEXT WEEK'S AGENDA.

Mayor Wynn: FAIR ENOUGH, I APOLOGIZE THAT WE KEPT THEM LATER THAN POSSIBLE. COUNCIL, WE HAVE A REQUEST FOR POSTPONEMENT OF ITEM Z-11 FOR ONE WEEK TO OCTOBER 6th, 2005. I WILL ENTERTAIN A MOTION. MOTION MADE BY COUNCILMEMBER DUNKERLY, SECONDED BY COUNCILMEMBER LEFFINGWELL TO POSTPONE ITEM Z-21 FOR ONE WEEK AS STATED. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Wynn: OPPOSED? POSTPONEMENT PASSES ON A VOTE OF 6-0 WITH THE MAYOR PRO TEM TEMPORARILY OFF THE DAIS.

THANK YOU, MAYOR. COUNCIL. OUR NEXT ITEM IS ITEM Z-25. THINGS ZONING CASE C14-05-34 SH, PEACEFUL HILL SUBDIVISION, 308 RALPH ALBANADO AND 8319 PEACEFUL HILL LANE. FROM CONDOMINIUM RESIDENCE SF 6, THE WAREHOUSE [MICROPHONE PROBLEMS] SF 4 A SINGLE

FAMILY RESIDENTIAL LOT. THE ZONING AND PLATTING COMMISSION RECOMMENDED DENIAL OF THE ZONING REQUEST. STAFF ALSO RECOMMENDED DENIAL. THIS PROPOSED REZONING DOES HAVE A VALID PETITION, WHICH CURRENTLY STANDS AT 72.39% IN OPPOSITION. THE PROJECT IS LOCATED WITH -- NORTH OF RALPH ALBANADO BETWEEN PEACEFUL HILL LANE AND SOUTH CONGRESS. THE PROPERTY IS BORDERED ON ITS EAST SIDE BY AN INDUSTRIAL PARK WITH SOME WAREHOUSING DEVELOPMENT. GOING TO THE NORTH PROPERTY ZONED DR AND SINGLE FAMILY AND SOME SINGLE FAMILY HOMES TO THE NORTH -- NORTHEAST -- EXCUSE ME NORTHWEST AND WEST ARE SINGLE FAMILY HOMES AND SOME MOBILE HOME DEVELOPMENT ALONG PEACEFUL HILL. ABUTTING THE PROPERTY BETWEEN PEACEFUL HILL AND THE I GUESS IT WOULD BE THE SOUTH AND WEST PORTION OF THE PROPERTY IS A STEEL FABRICATOR, FIBERGLASS SUPPLIER AND AN AUTO SALVAGE IMPOUND LOT. THAT'S ZONED INDUSTRIAL. OTHER PROPERTIES ON THE OPPOSITE SIDE OF PEACEFUL HILL FROM THE PROPERTY IS ZONED SF 2 AND MULTI-FAMILY -- OR MOBILE HOME ZONING. THE PROPERTY THAT'S TO THE SOUTH IMMEDIATELY TO THE SOUTH, ACROSS RALPH ALBANADO, IS CURRENTLY ZONED AND USED FOR SOME INDUSTRIAL USES AND FOR A FARM WHICH IS ZONED GR-MU-CO. THE ADJACENT PROPERTY OWNERS ARE HERE THIS EVENING TO SPEAK IN REGARDS TO THIS CASE AND THE APPLICANT AND HIS AGENT ARE HERE ALSO TO SPEAK IN THIS CASE. A PORTION OF THIS PROPERTY WAS REZONED BACK IN THE 1980'S FOR A PROPOSED INDUSTRIAL PARK. CURRENTLY THERE EXISTS A RESTRICTIVE COVENANT THAT IF THE ZONING WERE TO GO FORWARD AND BE GRANTED FOR THE RESIDENTIAL USE, THAT THE PROPERTY OWNER WOULD NOTICED TO COME BACK AND TO AMEND THE RESTRICTIVE COVENANT TO REMOVE SOME CONDITIONS THAT WOULD NOT MEET THE SF 4 A STANDARDS WHICH WOULD INCLUDE LOT SIZES, FOR INSTANCE. IN ADDITION THE PROPERTY, THE ZONING WERE TO BE GRANTED, STAFF WOULD RECOMMEND A TRIP LIMITATION OF 200 VEHICLE OR 2,000 VEHICLE TRIPS PER DAY AND THAT SOME OF THE CONDITIONS THAT ARE OUTLINED IN A MEMO DATED JULY 25th, FROM THE WATERSHED PROTECTION DEVELOPMENT REVIEW

DEPARTMENT REGARDING A NEIGHBORHOOD TRAFFIC ANALYSIS ALSO WOULD BE INCLUDED. IN SUMMARY AGAIN, MAYOR AND COUNCIL, THE ZONING AND PLATTING COMMISSION DID RECOMMEND DENIAL IN A 5-3 VOTE. STAFF ALSO RECOMMENDS DENIAL. THERE CURRENTLY STANDS A VALID PETITION IN OPPOSITION OF 72.39%. ANY QUESTIONS, I WILL BE HAPPY TO ANSWER ANY OF THIS AT THIS TIME AND WE CAN GO ON TO THE PUBLIC HEARING.

THANK YOU, MR. GUERNSEY. EXCUSE ME, WE HAVE A HANDFUL OF FOLKS WHO WOULD LIKE TO ADDRESS US AS PART OF THE PUBLIC HEARING. AS A REMINDER, WE HAVE A ONE FIVE MINUTE PRESENTATION BY THE OWNER APPLICANT AGENT, AND THEN WE HEAR FROM THOSE FOLKS WHO ARE IN -- IN FAVOR OF THE ZONING CASE, WE WILL HEAR FROM THOSE FOLKS WHO ARE IN OPPOSITION AND THEN THE APPLICANT AGENT OWNER HAS A ONE-TIME 3 MINUTE REBUTTAL. LOOKS LIKE I WILL WELCOME MR. RICHARD SUTTLE.

MARK, IS IT POSSIBLE TO TURN THAT 90 DEGREES SO THAT THE NORTH IS AT THE TOP OF THE SCREEN FOR EVERYBODY? I THINK IT'S A LITTLE MORE EASIER TO -- IS THAT CORRECT, RICHARD? NORTH AT THE TOP OF THE SCREEN? I LEARNED THAT MY FIRST YEAR AT A&M RICHARD. [LAUGHTER]

MAYBE, MEMBERS OF THE COUNCIL, MY NAME IS RICHARD SUTTLE, I'M LOWER ON BEHALF OF MAIN STREET HOMES, YOU ARE PROBABLY LOOKING AT YOUR PACKET AND WONDERING THIS CASE DOES NOT HAVE STAFF, DOESN'T HAVE Z.A.P. RECOMMENDATION, AND IT'S GOT A BIG OLD VALID PETITION, WHAT IN THE WORLD ARE THEY THINKING? I WANT TO TELL YOU WHAT WE'RE THINKING, THE REASON THAT WE HAVE OUR AERIAL HERE IS TO SHOW YOU WHAT WE'RE THINKING IS THAT THIS IS AN APPROPRIATE USE FOR SINGLE FAMILY, ESPECIALLY WITH REGARD TO AFFORDABLE HOUSING IN THIS AREA. NEIGHBORHOOD HOUSING IS HERE TODAY, TOO. THEY ALSO AGREE WITH US THAT THIS CAN WORK. THIS TRACT IT'S IS ONE OF THE FEW TRACTS IN EXCESS OF 20 ACRES WEST OF I-35, NORTH OF SLAUGHTER LANE. MORE THAN 50% OF THE LAND USES WITHIN THE VICINITY ARE SINGLE FAMILY. EXACTLY WHAT WE ARE

TRYING TO PUT HERE. THIS IS A SITUATION WHERE YES WE ARE BOUNDED BY SOME INDUSTRIAL USES ON SOME OF THE BOUNDARIES, BUT THEY ARE NOT THE INDUSTRIAL USES THAT CAUSE HEALTH EFFECTS, IT'S NOT SMOKE STACK INDUSTRIES OR CHEMICAL INDUSTRIES. IT'S USES THAT IN OUR ZONING CODE REQUIRE AN INDUSTRIAL CATEGORY. BUT IT'S USE THAT'S WE ALSO THINK WITH GOOD PLANNING AND ALL YOU CAN PUT HOUSES HERE THAT ARE IN AN AFFORDABLE RANGE AND ALSO IT'S A SITUATION INSTEAD OF BRINGING AN INDUSTRIAL USE TO AN EXISTING SINGLE FAMILY, YOU BRING SINGLE FAMILY TO INDUSTRIAL AND THAT IS -- THAT MEANS THAT THE PERSON BUYING THE HOUSE CAN CHOOSE. IF THEY CHOOSE TO LIVE IN OUR CITY, CLOSE IN, THEY MIGHT BE WILLING TO PUT UP WITH SOME OF THE INCONVENIENCE THAT COMES WITH COMMERCIAL USES IN THE VICINITY. MAIN STREET HOMES IS WILLING TO TAKE THE RISK. THEY THINK THAT THERE IS A NEED FOR HOMES PRICED STARTING IN THE 80s IN THIS AREA. IT'S VERY DIFFICULT TO FIND TRACTS OF LAND WHERE YOU CAN GET HOME OWNERSHIP, SINGLE FAMILY HOME OWNERSHIP THIS CLOSE IN AND MAIN STREET HOMES IS TO GO DO THIS. THE VALID PETITION THAT YOU HAVE BEFORE YOU, I -- I HAVE NOT DONE A COMPLETE ANALYSIS, BUT MY GUESS IS THAT MOST OF ITS COMMERCIAL PROPERTY OWNERS, THERE ARE PROBABLY -- THEY ARE PROBABLY A LITTLE BIT LEERY OF HAVING NEIGHBORS MOVE IN CLOSE TO THEM BECAUSE THEY HAVE A COMMERCIAL OPERATION. NOW YOU ARE GOING TO HAVE HOMEOWNERS THERE. I -- I CAN'T SAY THAT I BLAME THEM, BUT I CAN'T SAY THAT THAT'S AN APPROPRIATE REASON TO OPPOSE IN OUR CITY BEING ABLE TO GET HOME OWNERSHIP, SINGLE FAMILY HOME OWNERSHIP THIS CLOSE IN, ON THIS TRACT OF LAND. WITH THAT I THINK WE WILL CLOSE KEN BLAKER IS HERE TO TALK TO YOU ABOUT MAIN STREET, THE COMPANY THAT'S WILLING TO TAKE THIS RISK AND DO THIS. AND THEN -- THEN WE'LL HEAR FROM THE OPPOSITION AND LOOK FORWARD TO CLOSING. I WILL BE HAPPY TO ANSWER ANY QUESTIONS THAT YOU MIGHT HAVE. MARES MAYOR

Alvarez: MAYOR A QUICK QUESTION. ON THAT MAP CAN YOU ORIENT IN TERMS OF THE STREETS. I THINK THAT I KNOW HOW IT'S SITUATED. I JUST WANT TO MAKE SURE THAT I'M

MAKING THE RIGHT ASSUMPTION.

THIS RIGHT HERE IS I-35. YOU HAVE GOT SLAUGHTER LANE HERE, RALPH ALBANADO HERE. PEACEFUL HILL IS HERE, THIS IS THE PARK RIDGE NEIGHBORHOOD. THE -- THERE'S THE RETAIL DEVELOPMENT THAT'S GOING ON HERE AT THE CORNER OF -- OF SLAUGHTER AND I-35 HERE AND THEN YOU CAN SEE THE AREAS AND THE SCHOOLS AND THE SINGLE FAMILY AND THE -- THE RESIDENTIAL THAT SURROUND THIS TRACT ALREADY. SO WHEN -- .

Alvarez: WHERE ARE THE COMMERCIAL?

THE COMMERCIAL TRACTS ARE HERE, HERE, HERE. AND YOU'VE GOT RESIDENTIAL HERE, HERE AND -- AND OVER HERE. SO IT'S -- IT'S A -- IT'S A MIX OF USES. IT'S A UNIQUE MIX.

Alvarez: THOSE COMMERCIAL USES -- THE PROJECT WOULD -- WOULD -- ALL ACCESS RALPH ALBANADO OR --

WELL, YES WE ORIGINALLY PROPOSED TWO ACCESS POINTS TO RALPH ALBANADO AND TWO TO PEACEFUL HILL. THE FOLKS THAT LIVE ON PEACEFUL HILL HAVE RAISED THE ISSUE OF TRAFFIC. IT'S A SUBSTANDARD STREET. WE RECOGNIZE THAT, AS PART OF THIS WE WOULD BE WILLING TO DEDICATE THE RIGHT-OF-WAY FOR PEACEFUL HILL IN THE EVENT THAT IT EVER GETS UPGRADED AND DENY ACCESS IF THAT'S WHAT YOU SO CHOOSE TAKE ALL OF OUR ACCESS OFF OF RALPH ALBANADO. IF THAT MAKES IT FOR FEASIBLE FOR THE FOLKS THAT CURRENTLY LIVE NEXT DOOR TO US.

DO SOME OF THOSE COMMERCIAL BUSINESSES ACCESS CONGRESS OR ARE THEY PRETTY FAR REMOVED?

SOME OF THESE ACCESS RALPH ALBANADO, SOME ACCESS CONGRESS, SOME ACCESS THIS SIDE OF RALPH ALBANADO AS WELL.

OKAY. THANK YOU.

THANK YOU.

THANK YOU, MR. SUTTLE, WELCOME, MR. BLAKER.

GOOD EVENING, MAYOR, COUNCILMEMBERS, MY NAME IS KEN BLAKER, VICE-PRESIDENT WITH MAIN STREET HOMES. MAIN STREET HOMES IS IN THE BUSINESS OF PROVIDING QUALITY AFFORDABLE HOUSING IN AND AROUND THE AUSTIN AREA. WE HAVE BEEN IN BUSINESS PROBABLY 12 YEARS DOING BUSINESS IN THIS COMMUNITY, DOING EXACTLY THAT, PROVIDING AFFORDABLE HOUSING. ONE OF OUR MANDATES WITHIN OUR COMPANY IS TO BRING IT BACK WITHIN THE CORPORATE LIMITS OF THE CITY. WE HAVE BEEN OUT IN KYLE, BUDA, HUTTO, MANOR, WITH TRAFFIC CONGESTION THE WAY IT IS, PROPATION OF URBAN SPRAWL, WE ARE TRYING TO BRING BACK INTO THE CITY AS RICHARD INDICATED BEFORE, FINDING TRACTS OF LAND SUCH AS THIS WHICH CAN CREATE A SENSE OF COMMUNITIES WHERE YOU CAN GET 100 UNITS OR MORE CLOSE IN, IT'S A VERY DIFFICULT ITEM. WE VERY MUCH BELIEVE IN THIS PIECE OF PROPERTY. I HAD THE FORTUNATE ABILITY TO WORK FOR MILBURN HOMES 10 YEARS AGO, DID THE PARK RIDGE NEIGHBORHOOD THAT'S RIGHT NEXT DOOR. I BELIEVED IN IT THEN IN TERMS OF THE PROPERTY. I BELIEVE IT NOW. AS RICHARD INDICATED STARTING PROBABLY IN THE HIGH 80s, LOW 90s, UP TO ABOUT \$120,000 HERE. WE WILL PROBABLY HAVE SOMEWHERE BETWEEN 115 AND 120 HOMES HERE AND AGAIN WITH AFFORDABILITY BEING THE MAIN BENT THAT WE ARE TRYING TO DO. I WILL BE HAPPY TO ADDRESS ANY QUESTIONS THAT YOU MIGHT HAVE.

THANK YOU, MR. BLAKER. QUESTIONS, COUNCIL? THANK YOU. SO THOSE ARE THE FOLKS WHO ARE IN FAVOR OF THE ZONING CASE, WE WILL NOW HEAR FROM FOLKS WHO WISH TO ADDRESS US IN OPPOSITION. WE WILL START WITH JENNIFER STAPLETON. WELCOME JENNIFER, THREE MINUTES, FOLLOWED BY JIM PALACE.

GOOD EVENING. I'M GOING TO ADDRESS THE ISSUE OF THIS BEING CERTIFIED SMART HOUSING BEFORE IT ACTUALLY WAS REZONED RESIDENTIAL. YOU WASN'T AWARE THAT WAS THE PROCESS, ACCORDING TO THE SMART HOUSING POLICY

RESOURCE GUIDE ON THE WEBSITE IT'S TECHNICALLY NOT. THIS PROJECT RECEIVED ITS CERTIFICATION FOR SMART HOUSING ON FEBRUARY OF '05. WE WEREN'T NOTIFIED THAT THEY WERE BEING REZONED UNTIL EARLY APRIL OF '05. ONE OF THE REQUIREMENTS IS SPEAKING TO THE REGISTERED NEIGHBORHOOD ASSOCIATIONS BEFORE FILING THAT REZONING APPLICATION. WELL, CLEARLY IF THEY HAVE ALREADY GOTTEN THEIR CERTIFICATION, THEY DIDN'T KEEP THAT REGULATION. LET'S TALK ABOUT SAFE HOUSING I MEAN SMART HOUSING, STANDS FOR SAFE, MIXED INCOME, ACCESSIBLE, REASONABLY PRICED AND TRANSIT ORIENTED. I HARDLY BELIEVE THAT A NEIGHBORHOOD THAT IS SURROUNDED OR BORDERED BY COMMERCIAL USES THAT INCLUDE A CAR CRUSHING FACILITY, A FIBERGLASS PRODUCTION PLANT, A JUNK YARD, SHEET METAL SHOP, A FERTILIZER PRODUCTION FACILITY, NOT TO MENTION THE -- THE INFAMOUS PEACEFUL HILL TRANSIENT COMPOUND TO BE SAFE. ALSO THE ACCESS ON RALPH ALBANADO IT'S AN ISSUE CONSIDERING THAT THIS IS ONE STREET THAT IS KNOWN -- THIS IS A STREET THAT THEY WILL BE USING AND IT'S KNOWN AS A NON-RESIDENTIAL COLLECTOR STREET. IT'S ALSO THE MAIN ACCESS FOR THE CITY OF AUSTIN POLICE DEPARTMENT AND FIRE DEPARTMENT. AND IT HAS A POSTED SPEED LIMIT OF 40 MILES PER HOUR. THIS -- THIS IS THE ACCESS TO AND FROM THAT NEIGHBORHOOD. AGAIN, I DON'T CONSIDER THAT PARTICULARLY SAFE. I'LL BE HONEST, I LIVE AT 203 RALPH ALBANADO. AND I DON'T WANT TO. IT'S NOT A RESIDENTIAL, SAFE ENVIRONMENT. AS FAR AS MIXED INCOME IS CONCERNED, I DON'T CONSIDER THIS PRACTICAL FOR MIXED INCOME BECAUSE WHERE ARE THE RESALE VALUES IN THE AESTHETIC ENVIRONMENT THAT ARE INVOLVED IN THIS NEIGHBORHOOD? ACCESSIBLE HAS TO DO WITH THE -- WITH THE PRODUCTION AND MOBILITY IMPAIRMENT REGULATIONS AND RULES PUT FORTH BY THE FEDERAL GOVERNMENT. THAT HAPPENS AFTER THE FACILITY IS BUILT. BUT LET'S TALK ABOUT -- ABOUT REASONABLY PRICED, I'M GLAD TO HEAR MR. BLAKER SAY IT'S ONLY GOING TO GO TO THE 120S, AT THE ZONING HEARING HE SAID THEY WOULD BE PRICED TO THE 130S. WHEN THE STAFF OF THE SMART HOUSING GROUP RECOMMENDS THAT IT BE NO MORE THAN \$125,000 TO BE CONSIDERED SMART HOUSING. TRANSIT ORIENTED IS

ANOTHER BIG PROBLEM. THE NEIGHBORHOOD IS NOT TRANSIT ORIENTED. WITH NOT ONLY ENTRANCE AND EXIT FROM THIS NEIGHBORHOOD ON RALPH ALBANADO, THEY ARE FARTHER THAN ONE QUARTER MILE FROM ANY BUS STOP. CLEARLY STATED THE POLICIES, IS THAT THEY ARE REQUIRED TO BE WITHIN A QUARTER MILE OF A BUS STOP. [BUZZER SOUNDING] IN CONCLUSION, WHAT I WANT TO SAY IS IF THIS COUNCIL SUPPORTS THIS DESPITE THE FACT THAT THE ZONING COMMISSION DENIED THIS REQUEST, THEN BASICALLY WHAT YOU ARE SAYING TO LOW INCOME AND MODERATE INCOME FAMILIES IS YOU BELONG IN A NEIGHBORHOOD WHERE THERE IS A SHEET METAL SHOP, A CAR CRUSHING FACILITY, A FERTILIZER PRODUCTION COMPANY AND I DON'T THINK THAT'S TRUE. MAKE NO MISTAKE, I WORK FOR SOCIAL SERVICE ORGANIZATIONS AND WE THINK SMART HOUSING IS A GREAT IDEA, BUT THIS PARTICULAR NEIGHBORHOOD IS NOT SMART.

THANK YOU, MS. STAPLETON. QUESTIONS? COUNCIL?

THANK YOU, MA'AM.

JIM PALACE, IS IT? LET'S SEE JIM IS PAUL GREEN HERE? WELCOME, PAUL. HOW ABOUT PHILLIP PARKER? HELLO. SO JIM YOU WILL HAVE UP TO NINE MINUTES IF YOU NEED IT.

THANK YOU VERY MUCH. MY NAME IS JIM PALACE. TALKING ABOUT THE PROPOSED SUBDIVISION, IT WAS INITIALLY DESIGNED WITH TWO ROADS EGRESSING ON TO PEACEFUL HILL. THEN EVENTUALLY THOSE PEOPLE WOULD BE ABLE TO GET OUT ALSO ON THE OTHER SIDE OF RALPH ALBANADO. MR. BLAKER MENTIONED THAT -- THAT THEY VOLUNTEERED TO CLOSE OFF THE PEACEFUL HILL SITE, BUT THAT REALLY DOESN'T SOLVE THE PROBLEM, THE PROBLEM IS TRAFFIC ON PEACEFUL HILL, ONE OF THE PROBLEMS IS TRAFFIC ON PEACEFUL HILL. REGARDLESS OF WHETHER PEACEFUL HILL HAS OPENED UP, THE PEOPLE OUT OF THE SUBDIVISION WILL HAVE TO COME OUT ON TO RALPH ALBANADO AND THEN BACK UP PEACEFUL HILL TO GO TO THE ELEMENTARY SCHOOLS AND THAT SUBDIVISION NORTH OF THIS PROJECT. THE -- THAT'S THE ONLY ACCESS TO WILLIAMS ELEMENTARY WITHOUT GOING ALL THE WAY DOWN TO SOUTH FIRST AND OUT INTO TRAFFIC. PEACEFUL HILL IS ALREADY

OVERLOADED WITH PEDESTRIAN, AUTOMOTIVE AND BICYCLE TRAFFIC. WE FEEL RESIDENTIAL DEVELOPMENT WOULD DIRECT EVEN MORE TRAFFIC UP AND DOWN PEACEFUL HILL. WITHOUT WIDENING THE ROAD AND ADDING SIDEWALKS WHICH -- WHICH THE CITY DOESN'T HAVE EASEMENTS FOR. THEY ARE INCREASING THE RISKS OF, YOU KNOW, SAFETY HAZARDS. I OWN PROPERTIES AFFECTED BY THE PROPOSED SUBDIVISION BUT IN -- IN THIS TIME I FEEL THAT I'M SPEAKING FOR THE ENTIRE AFFECTED AREA. ALL OF THOSE PROPERTY OWNERS WHO WERE PRESENTED THE PETITION SIGNED IT. WHEN I PURCHASED MY PROPERTIES, BACK IN -- IN 1980, SLAUGHTER LANE WAS THE MAIN THOROUGHFARE, HAD ABOUT 10,000 CARS A DAY IN TRAFFIC. LATER THE CITY ANNEXED SLAUGHTER, THAT AREA AND SHORTLY THEREAFTER REALIGNED SLAUGHTER LANE. WHAT'S LEFT OVER FROM SLAUGHTER LANE IS THE SECTION FROM SOUTH FIRST TO SOUTH CONGRESS, WHICH IS RALPH ALBANADO DRIVE. ZONING IN THIS AREA DIDN'T OCCUR UNTIL OBVIOUSLY AFTER ANNEXATION. I HAVE ATTENDED SEVEN OR EIGHT OF THE ZONING HEARINGS WHERE COMMERCIAL AND INDUSTRIAL USES WERE SOUGHT AND THE ZONING WAS SOUGHT AND THEY WERE ALL APPROVED. THEN I CAN RECALL TIMES WHEN THEY SAY THIS -- THIS AREA SHOULD BE EARMARKED FOR LI AND INDUSTRIAL WAREHOUSE USES. INCLUDING THE FACT THAT THE CITY OF AUSTIN DECIDED TO BUILD THEIR EMERGENCY FACILITY ON RALPH ALBANADO DRIVE RIGHT DOWN THE STREET FROM THE AREA IN QUESTION. I SEE THE CITY HAVING ANY TREND TO CHANGE THE ZONING INTENTION IN THIS AREA AS DETRIMENTAL TO THE CURRENT PROPERTY OWNERS. THE PROPERTY DIRECTLY ACROSS THE STREET FROM, ON THE RALPH ALBANADO SIDE, WAS REZONED IN JULY OF '03. IN THE CITY, IN THE PLATTING AND ZONING COMMISSION MEETING, MS. BAKER, MS. BAKER PULLED THE REQUEST FOR ZONING THAT HAD ALREADY BEEN RECOMMENDED BY THE CITY STAFF. TO BE CHANGED TO MU FOR A FARMERS MARKET. THAT -- THAT SHE WANTED IT PULLED AND -- AND WAS ADAMANT ABOUT HAVING -- HAVING A RESTRICTIVE COVENANT ALLOWING -- RESTRICTING ANY SORT OF RESIDENTIAL FACILITY ON THAT PROPERTY, NO APARTMENTS, NO HOMES, NO DUPLEXES, NOTHING. AND BECAUSE SHE DID -- SHE THOUGHT THAT THE AREA IN THAT

AREA WAS -- THE LAND USAGE WAS FAR -- TOO INTENSE AND INAPPROPRIATE PLACE TO PUT RESIDENTIAL FACILITY -- YOU KNOW BE RESIDENTIAL STUFF THERE. MR. BLAKER MIGHT CONCEDE YOU KNOW MENTION THAT -- THAT THE AREA IN QUESTION IS ONLY 200 FEET AROUND, BUT HE ALSO BRING UP THE FACT THAT IN A 500 FEET AREA, RADIUS FROM THIS PROPERTY, THERE IS OVER 50% IS RESIDENTIAL. BUT WE'RE NOT TALKING ABOUT THE 500 FEET. WE'RE TALKING ABOUT THE 200 FEET. YOU KNOW THAT'S THE PEOPLE THAT ARE ABLE TO SIGN THE PETITION AND COME IN HERE AND SPEAK IN THEIR DEFENSE. AND WE FEEL THAT IT WOULD BE A DETRIMENT TO OUR PROPERTY VALUES. THAT'S IT.

Mayor Wynn: EXCUSE ME, THANK YOU, MR. PALACE. GET MY SYSTEM UP HERE AGAIN. OUR LAST SPEAKER IS MICHAEL STAPLETON [INDISCERNIBLE] MICHAEL. YOU'LL HAVE THREE MINUTES.

LADIES AND GENTLEMEN, COUNCIL, FIRST I WOULD LIKE TO MENTION THAT TO MY KNOWLEDGE MAIN STREET HOMES DOES NOT OWN THE PROPERTY THAT IS IN QUESTION. MY WIFE AND I RESIDE AT 203 RALPH ALBANADO DRIVE, WHICH AS FAR AS I KNOW IS THE ONLY RESIDENTIAL PIECE OF PROPERTY IN QUESTION HERE. OPPOSED TO THIS. YOU KNOW, MAIN STREET HAS AN OPTION TO PURCHASE THIS PROPERTY AS FAR AS I KNOW AND PERHAPS A POWER OF ATTORNEY TO PURSUE THE ZONING CHANGE IF THE ZONING CHANGES IS REJECTED THEN THEY GO AWAY. EFFECTIVELY THEY HAVE NOTHING TO LOSE HERE. IT'S CHEAP PROPERTY. THAT'S WHAT THIS IS ABOUT. IT'S CHEAP DIRT. AND IT'S WEST OF I-35. YOU KNOW, I'M GOING TO GO OFF MY SCRIPT HERE A LITTLE BIT AND I'M GOING TO TELL YOU ABOUT WHAT I DEAL WITH AS A HOME OWNER, SOMEONE WHO LIVES ON THIS STREET. MY LIFE CONSISTS OF FIRE TRUCKS AT 3:00, 4:00, 5:00 IN THE MORNING WITH DIESEL ENGINES, WRECKERS THAT BACK UP, DIESEL ENGINES IDLING, DUMP TRUCKS BRINGING THE DUMPSTERS AND INSPECTING THEM AT THESE COMMERCIAL BUSINESSES AT 3:00, 4:00 IN THE MORNING, TRANSIENTS WALKING UP AND DOWN THE STREET BACK AND FORTH ACROSS THE STREET TO THEIR ENCAMPMENTS THAT MIRACULOUSLY NOBODY CAN DO ANYTHING ABOUT, ALTHOUGH WE ARE TWO OR THREE BLOCKS FROM THE POLICE DEPARTMENT, NOBODY CAN DO

A THING. I HAVE A SIX-YEAR-OLD AND A 10-YEAR-OLD CHILD. I DO NOT LET THEM WALK OUTSIDE MY HOUSE WITHOUT MY KNOWING IT BECAUSE I AM AFRAID TO DEATH THAT SOMETHING WILL HAPPEN TO ONE OF THEM BECAUSE POLICE CARS, LET ME TELL YOU, THEY DON'T GO TO AN EMERGENCY AT THE SPEED LIMIT. NOR DOES A FIRE TRUCK. I LIVE WITH THESE THINGS AND OUR PROPERTY IS FOR SALE, PRAY TO GOD EVERY NIGHT SOMEBODY BUYS THE DAMNED PLACE SO I CAN GET OUT OF THERE. I DO NOT WANT TO RAISE A FAMILY THERE, I DON'T THINK ANYBODY SHOULD HAVE TO RAISE A FAMILY IN THAT ENVIRONMENT. JUST BECAUSE AS MR. HURST SAYS IT'S WEST OF I-35, I'M SORRY, THAT'S NOT A GOOD ENOUGH REASON. I'M A FATHER, I'M A PARENT, I'M A SMALL BUSINESS OWNER, I'M A FIFTH GENERATION SOUTH AUSTINITE, I KNOW A LITTLE BIT ABOUT SOUTH AUSTIN. JUST BECAUSE IT'S WEST OF I-35, AND IT'S SMART HOUSING, IS NOT -- DOES NOT MAKE IT A GOOD IDEA. THIS IS NOT A SMART IDEA. YOU KNOW, LET TALK ABOUT, YOU KNOW, SMART HOUSING. LAND, AFFORDABLE HOMES ON AN ISOLATED PATCH OF LAND, AMONGST JUNK LOTS ... A WRECKER SERVICE, EVEN AUTO WASHING FACILITY, SHEET METAL, FIBERGLASS PRODUCTION, FERTILIZER PLANT, LIQUOR STORE, INDUSTRIAL PARK, BIKER BAR AND FORTUNATELY THE MASSAGE PARLOR DOWN THE STREET CLOSED A FEW YEARS AGO AND TURNED INTO A MECHANICAL CONTRACTOR. THANK GOD FOR THAT. TO SUMMARIZE, YOU KNOW, I RESPECTFULLY REQUEST THAT YOU ALL REJECT THIS ZONING CHANGE. AS THE ZONING COMMISSION DID. AND I FEEL THAT IT'S NOT TOO SMART A PROJECT. IT'S A BAD INVESTMENT FOR THE CITY OF AUSTIN AND THE TAXPAYERS. AND IT IS IN THE WRONG PLACE. THANK YOU.

Mayor Wynn: THANK YOU, MR. STAPLE TON. COUNCIL, THAT CONCLUDES THE FOLKS WHO SIGNED UP IN OPPOSITION TO THE ZONING CASE. NOW THE OWNER APPLICANT AGENT HAS

--

I HAVE A QUESTION. ARE YOU SURE YOU STILL WANT TO BUILD IN THAT AREA? [LAUGHTER] JUST KIDDING.

SO YOU HAVE A THREE MINUTE REBUTTAL.

I BELIEVE THE REBUTTAL ON THE SMART HOUSING, THE NEIGHBORHOOD HOUSING REPRESENTATIVE IS HERE FOR QUESTIONS FROM THE CITY ON SMART HOUSING AND WHY THEY THINK THAT IT'S APPROPRIATE. IT'S AN UNUSUAL SITUATION WHEN YOU HAVE -- I'M NOT VERY OFTEN IN THIS, IN FACT I CAN'T IMAGINE 20 YEARS I HAVE BEEN IN THIS SITUATION WHERE WE ARE TRYING TO DO HOUSING AND THE COMMERCIAL PROPERTY OWNERS ARE THE ONES THAT ARE ANXIOUS ABOUT IT. WHILE I UNDERSTAND THE REASON, I DON'T THINK IT'S -- IT'S A VALID REASON FOR TURNING DOWN INFILL OF HOUSING THAT -- THAT A DEVELOPER IS WILLING TO TAKE THE RISK ON AND THEN IF IT DOES BECOME SUCCESSFUL, I THINK THEN THE PRICE POINTS AND THE HOME OWNERSHIP ARE THE PEOPLE BUYING THE HOMES ACTUALLY -- IF THEY ARE WILLING TO PUT UP WITH SOME OF THE INCONVENIENCES THAT -- THAT MAY OR MAY NOT EXIST WITH WHAT THESE PEOPLE SAY, THEN THE MARKET WILL ADJUST FOR THAT. IT WILL EITHER SUCCEED OR IT WON'T. I THINK THAT THE PUBLIC POLICY OF PROVIDING AFFORDABLE HOUSING, HOME OWNERSHIP, SINGLE FAMILY HOME OWNERSHIP, THIS CLOSE IN, WOULD OUTWEIGH THE HYPOTHETICAL FEARS THAT THESE FOLKS THAT HAVE SO MUCH CONCERN FOR THE PEOPLE THAT MIGHT LIVE HERE HAVE. I MEAN, IT'S AN ISSUE TO ME OF -- OF IF MAIN STREET AND THE GENTLEMAN HERE KEN BLAKER WHO ACTUALLY PUT PARK RIDGE TOGETHER, YEARS AGO, IF THEY ARE WILLING TO TAKE THE RISK, IF SOMEBODY IS WILLING TO COME IN AND THE LENDER IS WILLING TO MAKE THE LOAN ON IT, THE HOME OWNER IS WILLING TO BUY THE HOUSE AND THE DEVELOPER IS WILLING TO MAKE IT TO WHERE IT IS LIVABLE, I DON'T KNOW WHO LOSES IN THIS DEAL. IT'S VERY DIFFERENT THAN BRINGING AN INDUSTRIAL OR COMMERCIAL USE TO SOMEONE THAT'S ALREADY MADE AN INVESTMENT IN THEIR HOME, THE LENDER HAS ALREADY MADE THE -- TAKEN THE RISK AND YOU BRING A COMMERCIAL USER IN, I THINK THE DISCUSSION IS MORE LIVELY THERE. IF YOU BRING THEM INTO A SITUATION WHERE EVERYBODY KNOWS WHAT'S GOING ON UP FRONT. I THINK IT'S WORTH THE RISK ESPECIALLY WHEN YOU HAVE THE SMART HOUSING AND NEIGHBORHOOD PEOPLE WILLING TO SAY THAT IT'S A GOOD THING FOR OUR CITY. WITH THAT I WILL BE HAPPY TO ANSWER ANY QUESTIONS THAT YOU

MIGHT HAVE. I HOPE WITH A VALID PETITION OF COURSE WE NEED SIX VOTES TO APPROVE THIS AND I'M HOPING THAT THE AFFORDABILITY -- HOPING THAT THE AFFORDABILITY AND THE RISK THAT THIS MAN IS WILLING TO TAKE TO PUT HOME OWNERSHIP THIS CLOSE IN WILL PREVAIL AND HOPE WE CAN GET SIX VOTES. THANK YOU.

Mayor Wynn: THANK YOU, MR. SUTTLE. BEFORE YOU STEP AWAY. A COUPLE OF QUESTIONS. THE -- WHAT WAS THE VOTE ON THE -- WAS IT ZONING AND PLATTING OWE-- OR PLANNING COMMISSION?

ZONING AND PLATTING, I BELIEVE THE VOTE WAS 5-3. ESSENTIALLY THE MOTION WAS STAFF RECOMMENDATION ALL IN FAVOR SAY AYE, 5-3 WITH ONE, KEITH JACKSON WAS ABSENT THAT NIGHT. SO THERE WASN'T A LOT OF DISCUSSION THAT I COULD GLEAN. I WASN'T INVOLVED AT THE Z.A.P. LEVEL, I COULDN'T REALLY TELL WHAT THE THOUGHT PROCESS THERE WAS.

THANK YOU. AND MR. GUERNSEY, QUESTION FOR YOU, PLEASE, SIR. REGARDING THE STAFF'S RECOMMENDATION OF DENIAL, IS IT BASED ON YOU KNOW TRANSPORTATION AND ACCESS, IS IT BASED ON -- ON SORT OF THIS -- THE RELATIVELY UNIQUE DICHOTOMY OF HAVING ADJACENT COMMERCIAL USES OR WHAT WAS THE FUNDAMENTAL RON FOR STAFF.

THE FUNDAMENTAL REASONS CAME DOWN TO THREE DIFFERENT THINGS. FIRST THAT THE SURROUNDING ZONING HAVING INDUSTRIAL AND CS ACTUALLY SURROUNDING THIS TRACT, A HORSESHOE AREA ALONG THE SOUTH AND WEST AND EAST SIDE IT WAS A CONCERNED TO STAFF. HAVING EXISTING WAREHOUSING, YOU MENTIONED, YOU ALREADY HEARD THE CAR CRUSHING OPERATION. THAT ACTUALLY RECENTLY RECEIVED L.I. ZONING FROM COUNCIL. ALSO CONCERN OF LIKE NOT ONLY THE ZONING, LAND USES AS I SAID BEFORE, SALVAGE OPERATIONS, WAREHOUSING, STEEL FABRICATION FACILITY. AND THE ROADWAY NETWORK, PARTICULARLY ALONG RALPH ALBANADO. NORTH OF THE DEVELOPMENT THE ROADWAY IS ACTUALLY LARGER, BUT WHEN YOU ACTUALLY GET FURTHER SOUTH, THE ROADWAY NARROWS TO A POINT OF ONLY 19 FEET. THE

TRAFFIC WOULD -- WOULD SIGNIFICANTLY INCREASE AND ALTHOUGH THE DEVELOPER IS WILLING TO MAYBE MAKE DEDICATIONS TO DO ROADWAYS IMPROVEMENT. IT'S UNLIKELY THE ROADWAY WOULD BE IMPROVED ANY TIME IN THE FUTURE BECAUSE THE CITY DOES NOT HAVE THE RESOURCES THAT I'M AWARE OF AT THIS TIME TO IMPROVE THAT ROADWAY TO HANDLE THE TRAFFIC. THAT IT WOULD OCCUR ON THAT ROADWAY. SAME MAYBE WITH PARTS OF RALPH ALBANADO BECAUSE THE CITY CAN ONLY REQUIRE AND THE OWNER WOULD ONLY BE IMPROVE HALF THAT ROADWAY IN FRONT OF THAT PROPERTY.

Mayor Wynn: SO -- SO THE --

FOR REASONS OF INCOMPATIBILITY OF LAND USES, INCOMPATIBILITY OF ZONING, THE CONCERN OF THE ROADWAY NETWORK ALONG RALPH ALBANADO STAFF IS NOT RECOMMENDED THE PROPOSED REZONING REQUEST. THAT ARE TRACTS FURTHER TO THE SOUTH AND TO THE WEST OF THIS THAT ARE ALONG SLAUGHTER WHERE THERE'S OPPORTUNITY ALONG SOUTH FIRST STREET, BETWEEN SLAUGHTER AND DOWN TO 1826, WHERE THERE ARE OPPORTUNITIES FOR NEW SINGLE FAMILY HOMES TO GO IN. THE AREA THAT'S BEHIND WAL-MART FURTHER TO THE WEST ON THE SOUTH SIDE OF SLAUGHTER COULD BE USED FOR SINGLE FAMILY DEVELOPMENT AS WELL.

Mayor Wynn: BASED ON YOUR ANALYSIS, RESPECT A LOT AND THE DYNAMICS OF ADJACENT USES, ACCESS CHALLENGE, ALTHOUGH SEEMINGLY IN SOME FORM OR FASHION THAT COULD BE ADDRESSED, WHAT WOULD BE A TYPICAL PROPOSED LAND USE THAT STAFF LIKELY WOULD RECOMMEND?

Guernsey: IF THIS PROPERTY WERE --

Mayor Wynn: WHAT MORE INTENSIVE USE?

THE ZONING ALREADY EXISTS TO THE MOTOR WITH WLO, WHICH WOULD BE COMPATIBLE WITH THE AUTO SALVAGE YARDS AND WAREHOUSING OPERATIONS. STAFF WOULD PROBLEM ENVISION SIMILAR TO THAT CS OR WLO OR POSSIBLY EVEN L.I. FOR THAT -- FOR THE PROPERTY

ACTUALLY FRONTS ON RALPH ALBANADO WHICH WOULD BE COMPATIBLE WITH THE INDUSTRIAL USES AND INDUSTRIAL ZONING TO THE WEST AND TO THE SOUTH. AND THE INDUSTRIAL USES TO THE EAST AND TO THE WEST AND TO THE SOUTH.

ESSENTIALLY THIS IS A CASE WHERE BASED ON EXISTING LAND USE PATTERNS STAFF WOULD ESSENTIALLY BE RECOMMENDING A MORE INTENSE OR CERTAINLY MORE COMMERCIAL BASED FUTURE LAND USE THAN THAT OF SINGLE FAMILY.

THAT IS CORRECT.

OKAY.

THANK YOU, MR. GUERNSEY. COUNCILMEMBER LEFFINGWELL?

Leffingwell: ON THE VALID PETITION, I BELIEVE I HEARD THAT THERE WAS ONE RESIDENTIAL VALID PETITIONER SO -- IS THAT CORRECT? I'LL ASK MR. GUERNSEY. THANKS.

YES, THERE ARE OTHER PETITIONERS THAT ARE ALONG PEACEFUL HILL. TO THE NORTH -- NORTHWEST PORTION OF THE PROPERTY THAT DID SIGN A PETITION IN OPPOSITION. AND THEN THERE WAS A -- ONE OR TWO PROPERTY OWNERS DIRECTLY WEST OF THE PROJECT ON PEACEFUL HILL THAT WAS ACTUALLY SIGNED IN OPPOSITION. THERE'S ONE PROPERTY THAT'S WEST OF PEACEFUL HILL SIGNED IN OPPOSITION. THERE'S MORE THAN ONE. THERE'S A FEW THAT ARE ON PEACEFUL HILL.

I UNDERSTAND, I BELIEVE I'M READING HERE THAT THERE WERE FIRES, TWO HOUSES, TWO VALID PETITION.

I'M NOT SURE IF IT WAS THE CIRCUMSTANCES OR THAT -- THOSE HOUSES OCCURRED --

BUT THEY WERE VALID PETITIONS.

I JUST KNOW THAT THERE WERE TWO HOUSES, THERE

WERE SUSPICIOUS [INDISCERNIBLE]

Leffingwell: JUST OUT OF CURIOSITY IF YOUR HOUSE BURNS DOWN, YOU ARE STILL THE PROPERTY OWNER, YOU CAN STILL -- THE VALID PETITION WOULD STILL BE GOOD, WOULDN'T IT?

YES. IT GOES WITH THE LAND, DOES NOT REQUIRE THAT THE PROPERTY OWNER ACTUALLY -- HENCE THAT'S WHY THE COMMERCIAL PROPERTY OWNERS ARE STILL HAVING THE RIGHT TO PETITION AS WELL.

Leffingwell: MY LAST QUESTION IS A VERY SIMPLE SMART HOUSING QUESTION. YOU MAY NOT NEED TO RUN UP HERE. BUT WITH REGARD TO THE BUS STATION WITHIN A QUARTER MILE, CAN THAT BE DONE LATER?

Guernsey: IT'S MY UNDERSTANDING THERE'S A POSSIBILITY OF HAVING BUS ACCESS TO THE NORTHWEST PORTION OF THIS. I DON'T BELIEVE THAT THE PROPERTY OWNER WAS PROHIBITING A PEDESTRIAN ACCESS AND CERTAINLY THE -- THE APPLICANT'S REPRESENTATIVE AND THE APPLICANT CAN SPEAK TO THAT. I THINK THEY WERE PROHIBITING VEHICULAR ACCESS TO PEACEFUL HILL AND YOU COULD STILL BE ABLE TO WALK FROM THEIR PROPOSED SUBDIVISION ALONG PEACEFUL HILL THAT MAY EVENTUALLY HAVE ACCESS TO A BUS.

Leffingwell: BUT IN ORDER TO QUALIFY FOR SMART HOUSING, THEY WOULD HAVE TO MEET THE TRANSPORTATION COMPONENT AT SOME POINT.

Guernsey: AT SOME POINT IN TIME. NOT NECESSARILY AT THE TIME THE ZONING CASE IS GRANTED.

Leffingwell: THANK YOU.

Mayor Wynn: FURTHER COMMENTS? COUNCILMEMBER MCCracken?

McCracken: WHAT IS THE -- I KNOW THAT COUNCILMEMBER LEFFINGWELL WAS ASKING QUESTIONS ALONG THESE LINES, TOO. WHAT ARE THE -- HOW MANY PEOPLE FILE VALID

PETITIONS OR BUSINESSES THAT'S -- THE TOTAL NUMBER OF SIGNERS ON THE VALID PETITION.

Guernsey: THERE ARE 13 SIGNERS OF THE PETITION AND THE MAJORITY OF THESE ARE BUSINESS PROPERTY OWNERS. THESE ARE THE ONES THAT OWN THE WAREHOUSE OR THOSE SMALL BUSINESSES ALONG PEACEFUL HILL, WHICH INCLUDE THE FIBERGLASS FABRICATION OR THE -- FIBERGLASS SALES, STEEL FABRICATION, THE PROPERTY OWNER HAS THE NURSERY URBAN FARM TO THE SOUTH, AUTO SALVAGE RECYCLING BUSINESS.

DO WE KNOW WHY THESE BUSINESSES ARE OPPOSED TO HAVING A MIDDLE CLASS FAMILY SUBDIVISION.

Guernsey: THEY HAVE A GENERAL CONCERN OF THEIR OWN OPERATION OF -- IF YOU CAN IMAGINE HAVING SOMEONE MOVE INTO A HOUSE AND THEN REALIZE THAT THERE'S A 24 HOUR WRECKER OPERATION OPERATING NEXT DOOR, CAR CRUSHING OPERATIONS, HAVING -- HAVING THE NOISE TAKE COULD BE ASSOCIATED WITH THAT AND TRUCK TRAFFIC GOING BY. THERE MAY BE IN THE FUTURE IF THESE PROPERTY OWNERS HAVE INDUSTRIAL ZONING WANT TO CHANGE THEIR USE SELL TO A DIFFERENT PROPERTY OWNER, DIFFERENT PROPERTY WANTS TO COME IN, AS AN INDUSTRIAL USE, THAT THEY MAY BE HINDERED BY HAVING MORE RESIDENCES NEARBY IN ORDER TO GET AIR PERMITS OR IF THEY WANTED TO CHANGE THE ASPECT OF THEIR OPERATION, THEY MIGHT HAVE MORE COMPLAINTS THAT MAY COME OUT AGAINST THEM FOR OPERATING TOO EARLY IN THE MORNING OR TOO LATE AT NIGHT OR NUMEROUS DIFFERENT THINGS THAT COULD POTENTIALLY HAPPEN. NOT NECESSARILY A PROBLEM WITH THE CURRENT OPERATION AS MR. RICHARD SUTTLE SAID, BUT IF THEY WANTED TO CHANGE A LAND USE IN THE FUTURE, OR CHANGE THEIR OPERATION, THE RESIDENTS MAY SAY WELL I HAVE LIVED HERE FOR FIVE YEARS, I HAVE EXPECTED THIS OPERATION TO REMAIN THE SAME, THE PROPERTY OWNERS ARE I'M ZONED INDUSTRIAL, I HAVE THE RIGHT TO DEVELOP AND USE MY PROPERTY IN A CERTAIN MANNER. IF THEY ALSO WANTED TO REDEVELOP THE PROPERTY, THERE MAY BE CERTAIN SETBACKS THAT NEED TO BE ALSO TRIGGERED BY THE RESIDENTIAL OR INDUSTRIAL USES HAVING SET THEIR

STRUCTURES BACK FURTHER AWAY. ALSO COMPATIBILITY WOULD BE TRIGGERED BY HAVING SINGLE FAMILY INSTEAD OF INDUSTRIAL COMMERCIAL USE TO BUILD UP CLOSER TO THE PROPERTY LINES.

HOW CLOSE IS THE SOUTH PARK MEADOWS MAJOR SHOPPING CENTER? IS THAT --

Guernsey: LET ME USE RICHARD'S AERIAL PHOTO. THE PROPERTY -- GET THIS UP. THIS -- THIS IS THE SUBJECT TRACT. WE ARE TALKING ABOUT HERE. HERE'S 35. THIS IS SLAUGHTER LANE. SOUTH PARK MEADOWS IS DOWN HERE, THE NEW WAL-MART IS LOCATED IN THIS AREA.

McCracken: THAT'S WHAT I THOUGHT. I'M LOOKING HERE IT'S -
- IT APPEARS THERE'S BEEN A LOT OF REDEVELOPMENT ALONG THIS STRETCH OF I-35, VACANT LAND THAT IS GEARED FOR FAMILY SHOPPERS. AND SO I MEAN, YOU KNOW, ONE OF OUR BIG URBAN PLANNING PROBLEMS IN THE CITY IS THAT EVERYTHING HAS BEEN BUILT IN THE LAST 20 YEARS, BASICALLY REQUIRED SOMEONE GETTING ON THE HIGHWAY TO GO TO THE GROCERY STORE. SO WE HAVE A PROPOSAL COMING BEFORE US FOR A GOOD MIDDLE CLASS HOUSING SUBDIVISION WHERE THEY WOULD NOT HAVE TO GET ON THE HIGHWAY TO GO TO THE GROCERY STORE AND GOOD AFFORDABLE HOUSING INSIDE THE CITY, I THINK WE SHOULD BE ENCOURAGING THAT. I'M HOPEFUL THAT OUR CITY POLICIES WILL REFLECT OUR INTERESTS IN MAKING SURE THAT WE HAVE MORE AFFORDABLE HOUSING NOT LESS. GOOD INFILL AFFORDABLE HOUSING NOT REQUIRING FOLKS TO GET ON THE HIGHWAY TO GO TO THE GROCERY STORE. THIS SEEMS TO MEET BOTH OF THOSE INTERESTS, GOOD THINGS. I'LL JUST SAY, YOU KNOW, VERY RESPECTFULLY TO OUR SPEAKER, FAMILIES THERE THAT IF YOU WANT TO GET THE DRUNKS AND CRIMINALS OFF YOUR STREET, THE BEST THING THAT YOU CAN HAVE HAPPEN IS TO HAVE 30 MIDDLE CLASS FAMILIES WHO GO TO WORK IN THE MORNING AND HAVE AN INTEREST IN MAKING SURE THAT THERE AREN'T ANY CROOKS ON THE STREET LIVING AS YOUR NEIGHBORS. NOW, WELL -- ANYWAY -- I UNDERSTAND THE -- THE VERY LEGITIMATE CONCERN ABOUT SOME LOCATION NEAR INDUSTRIAL, BUT THAT'S A MARKET DECISION. I THINK. WE'RE NOT TALKING ABOUT TOXIC FUMES

OR ANYTHING. TALKING ABOUT WHETHER PEOPLE WANT TO CHOOSE TO LIVE NEXT TO THESE THINGS WHICH ARE LIKELY TO START PHASING OUT ANYWAY IT APPEARS WITH ALL OF THESE NEW SHOPPING DEVELOPMENTS GOING IN THERE. WHICH ARE GOING TO RAISE PROPERTY VALUES AND IMPROVE THOSE COMMERCIAL SITES. NOT TO MENTION THIS -- THIS SITE ALREADY PART OF IT IS ZONED FOR RESIDENTIAL FOR TOWNHOUSE AND CONDOMINIUM.

Mayor Wynn: FOLKS, THE COUNCILMEMBER IS NOT TALKING TO YOU --

McCracken: ALL THAT SAID, I THINK WE NEED TO BE ENCOURAGING. THIS IS LARGELY COMMERCIAL INTERESTS TRYING TO KEEP OUT AFFORDABLE RESIDENTIAL MIDDLE CLASS HOUSING IN THE URBAN, INSIDE THE CITY. A COUPLE OF TIMES, SINCE I'VE BEEN ON THE COUNCIL WE HAVE HAD CASES HERE BEFORE US IN EAST AUSTIN THAT ARE VALID PETITIONS AGAINST AFFORDABLE GOOD MIDDLE CLASS HOUSING WE HAVE VOTED AGAINST THOSE VALID PETITIONS BECAUSE WE VIEWED THE IMPORTANT INTEREST TO THE COMMUNITY TO MAKE SURE THAT WE HAVE AFFORDABLE HOUSING. I THINK NOW THERE'S A PROPOSAL WEST OF THE INTERSTATE WE NEED TO APPLY THE SAME STANDARDS AND SUPPORT THIS EFFORT TO HAVE GOOD MIDDLE CLASS HOUSING THAT MEETS OUR GOALS FOR THE CITY.

Mayor Wynn: COUNCILMEMBER DUNKERLY?

Dunkerly: I'M CERTAINLY FOR AFFORDABLE HOUSING, I CAN SEE WHEN YOU LOOK AT THIS, THAT THERE ARE SOME POTENTIAL PROBLEMS THERE. I THINK ONE OF THE THINGS WHEN YOU SEE THE SIZE OF THE TRACT, AS SOMEBODY SAYS IT REPRESENTS CHEAP DIRT. WELL TO ME IF YOU ARE IN A A -- IN THE HOUSING BUSINESS, CHEECH DIRT IS A GOOD THING, IF YOU DON'T GET CHEAP DIRT THE CITY HAS TO COME IN AND SUBSIDIZE AND BUY DOWN THE COST OF THE LAND AND THE COST OF THE DEVELOPMENT IN ORDER TO CREATE A HOME THAT IS AFFORDABLE, THAT'S IN THE 80 TO 100,000 PRICE RANGE. AND SO THIS IS HELPFUL IF YOU CAN MAKE IT WORK WITH ALL OF THE OTHER ISSUES THAT ARE SURROUNDING IT. I THINK THE TRACT IS BIG ENOUGH THAT YOU ARE GOING TO HAVE THE HOUSES LID OUT

EVIDENTLY WHERE YOU COULD HAVE -- WOULDN'T PROBABLY HAVE A FRONT YARD, FRONTING ON RALPH ALBANADO. YOU WOULD HAVE THEM OPENING OUT ON TO THESE LITTLE STREETS AND THEN GOING DOWN TO THE EXIT. ON TO RALPH ALBANADO. SO THAT -- THAT TO ME WOULD HELP WITH THIS SPEEDING OR THE WHATEVER THE - - WHATEVER THE CHILDREN'S ISSUE ON THAT PARTICULAR STREET. [ONE MOMENT PLEASE FOR CHANGE IN CAPTIONERS]

Dunkerley: WE AT LEAST WANT TO HAVE A CITY WHERE WE CAN HAVE SOME MODERATELY PRICED HOMES IN THE CITY LIMITS TO HELP THE PEOPLE THAT ARE WANTING TO LIVE CLOSER TO THE PLACES THEY WORK. AND I WOULD LIKE TO ASK PERHAPS A GENTLEMAN FROM THE HOUSING DEPARTMENT ABOUT WHAT THE ISSUES ARE WITH THE PUBLIC TRANSIT, ARE THERE WAYS TO GET A BUS STOP CLOSER TO THE HOUSE, ETCETERA, AND SORT OF WHAT DID YOU WEIGH. AND YOU MIGHT WANT TO EXPLAIN THE RELATIONSHIP BETWEEN GETTING A SMART HOUSING DESIGNATION PRIOR TO GETTING A ZONING, BECAUSE AGAIN THAT IS SORT OF SPECULATIVE AND WHAT YOU'RE REALLY TELLING THEM IF YOU DO THESE THINGS AND MEET THESE CRITERIA, YOU WOULD QUALIFY FOR A SMART HOUSING DESIGNATION AT SOME LATER TIME. SO MAYBE MR. HERSH, YOU COULD CLARIFY THAT TO US.

WE WOULD BE GLAD TO. STEWART HERSH WITH NEIGHBORHOOD HOUSING AND DEVELOPMENT. ON THE CERTIFICATION ISSUE THAT WAS MENTIONED, IT IS ABSOLUTELY TRUE THAT WE CERTIFY PROJECTS THAT DON'T HAVE THE ZONING THEY NEED. AND THE REASON WE DO THAT IS BECAUSE SMART HOUSING UNIQUELY REQUIRES APPLICANTS WHO ARE CERTIFIED TO NOT APPEAR EITHER BEFORE THE PLATTING COMMISSION OR THE ZONING AND PLATTING COMMISSION COMMISSION UNTIL THEY'VE MET WITH THE NEIGHBORHOOD, IDENTIFIED THE ISSUES THE NEIGHBORHOOD HAVE, COME BACK TO THE TECHNICAL STAFF AND SEE IF THERE'S A POTENTIAL RESOLUTION TO THIS. FROM THE TIME THEY INITIALLY APPLIED WE HELD THEM OFF THE AGENDA FOR SIX MONTHS. THE NEIGHBORHOOD DID GET NOTICE IN APRIL THAT THEY WERE PLANNING ON FILING -- PURSUING A ZONING CHANGE, BUT

LITERALLY THE HEARING DIDN'T OCCUR UNTIL SEVERAL WEEKS AGO BECAUSE DURING THAT TIME WE WORKED WITH WATERSHED PROTECTION AND DEVELOPMENT REVIEW STAFF, PLAN PLAN STAFF AND THE POLICE DEPARTMENT AND CAPITAL METRO TO SEE IF ALL OF THE LEGITIMATE ISSUES RELATING TO SAFETY AND/OR THE LOCATION OF A TRANSIT STOP WITHIN A QUARTER MILE ONCE THE SUBDIVISION WAS BUILT OUT COULD BE ACHIEVED. AND WHILE WE DID UNDERSTAND THERE WOULD BE A VALID PETITION, THE NEIGHBORS WERE CLEAR ABOUT THAT FROM THE BEGINNING, AND WE DID UNDERSTAND IN OUR MEETINGS WITH NEIGHBORHOOD PLANNING AND ZONING THEIR CONCERNS ABOUT APPROPRIATE LAND USE AND THERE WOULD NOT BE A POSITIVE STAFF RECOMMENDATION. WE LOOKED AT CRITICALLY COULD WE LEGITIMATELY STAND BEFORE THE COMMISSION AND THIS COUNCIL AND SAY THAT A, THIS IS A RESIDENTIAL NEIGHBORHOOD AND THAT GRANTING THE ZONING CHANGE WOULD CREATE EQUAL OR GREATER SAFETY IN THIS NEIGHBORHOOD THAN DENYING THE ZONING CHANGE. AND I'M VERY FAMILIAR WITH THE NEIGHBORHOOD. IT WAS ANNEXED TWO DECADES AGO. I USED TO SITE ZONING VIOLATIONS IN THIS NEIGHBORHOOD WHEN I WORKED FOR BUILDING INSPECTION, SO I KNOW THE STREETS, NIGH THE NEIGHBORHOOD, AND I DROVE THE NEIGHBORHOOD AND WHAT I WILL DESCRIBE TO YOU IS A COMBINATION OF WHAT YOU'VE HEARD TONIGHT. CONGRESS AVENUE AS YOU MOVE OFF THE FRONTAGE HAS A CERTAIN AMOUNT OF COMMERCIAL AND INDUSTRIAL ALL ALONG CONGRESS FROM THE RIVER UP TO SLAUGHTER LANE. THE DEPTH IS DIFFERENT IN DIFFERENT AREAS AND THIS NEIGHBORHOOD IN TERMS OF THE COMMERCIAL DEVELOPMENT IN SOME PLACES GOES A LITTLE DEEPER THAN IN SOME OTHER PARTS OF CONGRESS AVENUE, AND THAT DESCRIPTION IS TRUE. THE QUESTION CAME DOWN TO IF YOU LEFT THE EXISTING LIGHT INDUSTRIAL AND AIR HOUSE ZONING IN PLACE WOULD YOU GET SAFER DEVELOPMENT, OR IF YOU DOWN ZONE THAT TO SINGLE-FAMILY AND MITIGATED SOME OF THE POTENTIAL HAZARDS THAT EXIST, BECAUSE OF THE MOST OF THE DEVELOPMENT OCCURRED PRIOR TO ANNEXATION, SO MOST OF THE COMMERCIAL PROPERTIES THAT ARE CONCERNED ABOUT THIS WERE ALL BUILT AT A

TIME WHEN THEY WEREN'T SUBJECT TO OUR BUILDING AND FIRE CODES. AND SO THERE ARE POTENTIAL ISSUES THAT WOULDN'T BE IN PLACE IF ALL THAT LAND HAD BEEN VACANT AND ALL THOSE BUILDINGS HAD BEEN BUILT AFTER ANNEXATION. SO THERE WERE SAFETY ISSUES. AND WE'VE WORKED WITH THE FIRE DEPARTMENT TO IDENTIFY WHAT POTENTIAL TYPE OF BUFFERING MIGHT NEED TO OCCUR AT THE SUBDIVISION AND WORKED WITH MAIN STREET TO IDENTIFY WHETHER IF THEY DID THAT THEY COULD REACH PRICE POINTS ON AFFORDABILITY. WE IDENTIFIED WHAT STUDIES THEY WOULD NEED TO DO AND WHAT ACCESS THEY WOULD NEED TO ADDRESS ON TRANSPORTATION, THE COORDINATION THEY WOULD NEED TO DO WITH CAPITAL METRO. AND AFTER WORKING ON ALL THESE ISSUES WE CONCLUDED THAT THE EXISTING RESIDENTS IN THIS NEIGHBORHOOD, I DON'T WANT TO TALK ABOUT THE EXISTING BUSINESSES, BUT THE RESIDENCES -- THIS IS AN EXISTING NEIGHBORHOOD AS YOU WILL SEE FROM THE OAFERD. THE EXISTING RESIDENCES IN THIS NEIGHBORHOOD ARE MORE LIKELY TO BE BETTER OFF IF THIS IS RESIDENTIAL DEVELOPMENT, HAVE HIGHER LEVELS OF SAFETY IF THIS IS RESIDENTIAL, THAN IF YOU HAVE A WAREHOUSE THAT COULD POTENTIALLY HOLD HAS SORE DUS MATERIAL PERMIT BECAUSE OF THE EXISTING PERMIT AND LIGHT INDUSTRIAL ZONING. WE ALSO LOOKED AT THE ISSUE OF ARE WE SATURATING, AND THAT ISSUE WAS VERY SIMPLE FOR US. SINCE 2000 WHEN THE COUNCIL APPROVED SMART HOUSING, WE'VE COMPLETED 1669 SINGLE-FAMILY HOUSES EAST OF I-35 AND 186 WEST OF I-35. FOR US THIS WAS A RARE OPPORTUNITY AND IF ALL THE SAFETY ISSUES AND THE TRANSPORTATION ISSUES AND THE ACCESSIBILITY ISSUES AND IT COULD BE A MIXED INCOME DEVELOPMENT, IF ALL OF THAT COULD BE ACHIEVED IF THE ZONING WERE GRANTED WOULD WE WANT TO STEP AWAY FROM THIS OPPORTUNITY BECAUSE OF ALL THE OTHER IMPEDIMENTS. AND ON BALANCE IT WAS A VERY DIFFICULT DECISION ON US AND THAT'S WHY WE HELD IT OFF THE AGENDA FOR SIX-MONTH. THAT'S WHY YOU'RE HEARING A CERTIFIED CASE AT THE END OF CERTIFY THAT WE IS CERTIFY IN FEBRUARY. SO ON BALANCE WE THINK THIS CAN BE DONE SAFELY. WE KNOW THAT THE NEIGHBORHOOD PLANNING AND ZONING STAFF HAS IDENTIFIED THINGS THAT WOULD NEED TO BE

ADDRESSED IF YOU WERE TO EVENTUALLY GRANT THE ZONING, SO AS THE WATERSHED STAFF AND SO IS THE FIRE DEPARTMENT. AND WE'RE CONVINCED THAT UNLIKE OTHER CASES WHERE ADDRESSING THAT WOULD KNOCK IT OUT OF THE RANGE OF AFFORDABILITY WEST OF I-35, THIS IS ONE OF THOSE UNIQUE SITES WHERE THE OPPORTUNITY IS TO END UP WITH SAFE DEVELOPMENT. END UP WITH SAFER DEVELOPMENT FOR THE EXISTING RESIDENTS AND CREATE PRICE POINTS WEST OF I-35 THAT THIS BUILDER AND ONLY ONE OTHER HAVE BEEN WILLING TO DO IN THE FIVE YEARS WE'VE HAD SMART HOUSING. SO THAT IS THE REASON WE HAVE CONTINUED TO CERTIFY THE PROJECT AND WE CONTINUE TO ENCOURAGE THE APPLICANT TO MOVE FORWARD TO THE COMMISSION, UNDERSTANDING THAT THEY WOULD HAVE TO ADDRESS ALL OF THOSE TECHNICAL SAFETY CONCERNS THAT HAVE BEEN OUTLINED.

Mayor Wynn: THANK YOU. FURTHER QUESTIONS, COMMENTS? COUNCILMEMBER ALVAREZ.

Alvarez: A COUPLE FOR MR. GURNSEY. THE PROPERTIES SURROUNDING THE SUBJECT TRACT, ARE THEY ZONED INDUSTRIAL OR COMMERCIAL?

LET ME REFER BACK TO THIS AERIAL. THE PROPERTIES THAT ARE LOCATED BETWEEN PEACEFULVILLE AND THE SUBJECT PROPERTY ARE ZONED INDUSTRIAL AND THESE ARE THE PROPERTIES ALONG THIS SIDE. THIS TRACT BEING THE TRACT MOST RECENTLY GRANTED BY COUNCIL FOR INDUSTRIAL ZONING GOING BACK TO TRACTS TO THE 80'S BEING REZONED TO INDUSTRIAL. TO THE SOUTH THERE'S SOME CS AND SOME GR AND THEN THERE ARE SOME MORE CS AND LI OFF IN THIS AREA. THERE IS SOME DR AND -- GR -- GDR AND SINGLE-FAMILY IN THIS AREA, BUT WHEN YOU GO EAST OF CULLEN AND EAST OF PEACEFUL LANE FOR THE LAND USES THAT ARE BETWEEN PEACEFUL HILL AND SOUTH CONGRESS, THESE ARE INDUSTRIAL TYPE USES, ALTHOUGH, SALVAGE, AIR HOUSING OPERATIONS. THE AREAS THAT WE'VE HAD MOST RECENT DEVELOPMENT ARE DOWN IN THIS AREA. WE DO HAVE THIS SINGLE-FAMILY NEIGHBORHOOD, SOME MULTI-FAMILY HERE AND THEN SOME LARGE TRACTS OF LAND THAT ARE STILL UNDEVELOPED THAT ARE LOCATED IN THIS AREA, WHICH I UNDERSTAND THERE'S

POTENTIAL FOR SINGLE-FAMILY DEVELOPMENT INTEREST IN DOING THAT. AT THIS PARTICULAR TRACT IS BRACKETED ON TWO SIDES BY INDUSTRIAL USES, INDUSTRIAL ZONING AND THEN SURROUNDING THE SOUTH SIDE AND TO THE NORTHWEST SIDE BY OTHER INDUSTRIAL USES.

Alvarez: AND IN THE CODE THERE ARE COMPATIBILITY STANDARDS OR SETBACKS? IS THAT CORRECT THAT WOULD BE REQUIRED HERE TO COMPLY?

IF THIS TRACT WERE DEVELOPED WITH SINGLE-FAMILY, THEN IT WOULD START TRIGGERING COMPATIBILITY ON THESE ADJACENT PROPERTIES AT THE TIME OF REDEVELOPMENT IF THEY WANTED TO REDEVELOP THE AUTO AL VAJ YARD OR EXPAND ANY OF THE WAREHOUSING OPERATIONS, THEY WOULD BE LIMITED BY HAVING A SINGLE-FAMILY NEXT DOOR AS FAR AS WHERE THE PARKING IS.

Alvarez: BUT IN TERMS OF FOLKS DEVELOPING THIS PARTICULAR TRACT, THERE WOULDN'T BE ANY SPECIFIC SETBACKS THEY WOULD HAVE TO PROVIDE OR MEET?

NO. THE SUBJECT TRACT WOULD NOT HAVE TO SET BACK --

Alvarez: IT WOULD BE THE ADJOINING COMMERCIAL.

IT WOULD BE THE ADJOINING COMMERCIAL. WHERE WE'VE HAD INSTANCES THAT MIGHT BE SIMILAR, THE CATELLUS DEVELOPMENT, THE OLD LOCKHEED SITE, WE ACTUALLY ESTABLISHED SETBACKS OF 100 TO 200 FEET FROM INDUSTRIAL USES. THAT'S PARTLY ALSO THE REASON WHY STAFF DID NOT RECOMMEND THIS. WE DID NOT THINK THAT EVEN WITH WALLS AND PROVIDING SETBACKS THIS WOULD BE AN APPROPRIATE SITE FOR RESIDENTIAL BEING SURROUNDED BY INDUSTRIAL USES AND INDUSTRIAL ZONING. IF IT WAS AS LARGE AS THE LOCKHEED TRACT WHERE YOU COULD HAVE 100-FOOT SETBACKS, 200-FOOT SETBACKS, LIMIT WITH THE 18-WHEELERS COULD GO, IT WOULD BE A DIFFERENT CASE, BUT THE TRACT IS TOO SMALL FOR THAT.

Alvarez: AND IN TERMS OF OF THE TRANSIT ACCESS, THERE'S

A WHOLE QUARTER MILE TRANSIT ORIENTED ISSUE, HOW FAR WOULD A QUARTER MILE EXTEND, THE 200-FOOT BUFFER COMES INTO THIS AREA, SO WHEN YOU'RE TALKING ABOUT A QUARTER MILE YOU'RE GOING PRETTY FAR GOING AROUND THIS PROPERTY. THERE ARE WAYS TO GET TRANSIT TO THIS AREA THAT COULD COME IN DOWN PEACEFUL HILL OR DOWN RALPH ABLANEDO OR DOWN CONGRESS THAT MIGHT BE ABLE TO SERVE THIS AREA IN THE FUTURE. BUT AT THIS POINT -- AND STEWART MAY BE ABLE TO SPEAK TO THE PARTICULARS OF WHAT HE'S NEGOTIATED WITH CAPITAL METRO. IT DOESN'T EXIST TODAY, BUT COULD IN THE FUTURE.

TO ANSWER YOUR QUESTIONS ON THE QUARTER MILE, THERE ARE EXISTING BUS ROUTES THAT RUN DOWN CONGRESS AVENUE AND SO THE QUESTION WOULD BE THAT THIS WILL THIS WAS BUILT OUT, CAPITAL METRO WOULDN'T LOOK AT PUTTING AN ADDITIONAL STOP WITHIN THIS DISTANCE, BUT GIVEN THE FACT THAT THERE ARE EXISTING BUS ROUTES, THE POTENTIAL TO MEET THAT IS THERE AND THAT'S COMMONLY WHAT WE SEE IN THESE SMART HOUSING CASES IS THAT AN AREA THAT TRADITIONALLY DOESN'T HAVE THE BUS TRAFFIC TO JUSTIFY A BUS STOP GETS TO THAT POINT WHEN THE BUILDOUT ACTUALLY OCCURS IN THE SUBDIVISION OR ON -- OVER ON THE MULTI-FAMILY SIDE. SO THE SMART HOUSING POLICY REQUIRES THAT BE IN PLACE AT FULL BUILD OUT AND OCCUPANCY. AND SO WE'VE BEEN SUCCESSFUL ON THAT.

Alvarez: THANK YOU. THE ONLY THING I WOULD ADD ON THE TRANSIT SIDE, I DON'T KNOW IF YOU COULD HELP OUT WITH THIS, GREG, POINT SOMETHING OUT ON THE MAP FOR ME, IS IT'S THAT TRACT JUST TO THE-- OWE THE LARGE VACANT TRACT TO THE EAST AND NORTH OF THIS TRACT ALONG I-35, THAT TRACT RIGHT THERE.

THIS TRACT?

Alvarez: THAT IS A TRACT THAT CAP METRO IS LOOKING AT IN TERMS OF ESTABLISHING A SOUTH TRANSIT FACILITY, SO I THINK THAT'S --

THIS IS A FOOD BANK SITE -- THE FOOD BANK IS LOCATED --

Alvarez: JUST NORTH OF THAT, YEAH. AND SO JUST LIKE I THINK WE'RE LOOKING AT A BUS RAPID TRANSIT COMING FROM THE TRANSIT FACILITY THAT THIS IS A POTENTIAL FOR IMPROVED TRANSIT ACCESS THERE, BUT IT'S IN THE VERY INITIAL STAGES, AND I PERSONALLY WOULDN'T MIND LIVING PRETTY CLOSE TO THAT KIND OF FACILITY. BUT I DO THINK BASED ON WHAT YOU SAID EARLIER ABOUT THE SCALE OF THE MAP, THAT WOULD BE PRETTY CLOSE TO A QUARTER MILE, BUT OBVIOUSLY WE HEARD FROM MR. HER ISSUE, THERE'S OTHER OWE HERSH, BUT THERE'S OTHER OPTIONS BEING PURSUED. I DID WANT TO ADDRESS I THINK -- I THINK MR. GURNSEY YOU RAISED THE ISSUE OF RALPH ABLANEDO AND ITS SIZE OR ABILITY TO ABSORB -- IS THAT WHAT YOU DID?

I DID ADDRESS THAT. UNFORTUNATELY IN PEACEFUL HILL THE PROPERTY OWNER ALSO OWNS A PORTION OF THE LAND ADJACENT TO THAT RIGHT-OF-WAY. AND SO ADJACENT TO PEACEFUL HILL. SO ALTHOUGH THEY MAY BE WILLING TO PAY FOR AND MAKE CERTAIN IMPROVEMENTS TO A PORTION OF PEACEFUL HILL, YOU STILL HAVE THE RAM DER OF PEACEFUL HILL FROM RALPH ABLANEDO GOING UP TO THEIR PROPERTY THAT WOULD REMAIN IN THE SAME CONFIGURATION UNLESS THERE WERE CIP FUNDS THAT WERE SPECIFICALLY DEDICATED TO IMPROVE THIS ROADWAY. SO WHAT YOU SEE OUT THERE TODAY AFTER THIS PROJECT WOULD BE COMPLETED IS PRETTY MUCH -- WOULD REMAIN THE SAME, UNLESS THE CIP FUNDS ARE DEDICATED TO THIS ROADWAY IMPROVEMENT ALONG THE STREET?

Alvarez: ALONG RALPH ABLANEDO?

ALONG PEACEFUL HILL. ALONG RALPH ABLANEDO WE ALSO ASKED FOR DEDICATIONS ALONG THE PROPERTY. BUT THEN YOU HAVE THE SAME INSTANCE WOULD OCCUR THAT THEY COULD ONLY IMPROVE THE RIGHT-OF-WAY THAT'S IMMEDIATELY ADJACENT TO THEIR PROPERTY.

Alvarez: SO WE DON'T OWN ANY ADDITIONAL RIGHT-OF-WAY

FOR RALPH ABLANEDO?

WE WOULD HAVE -- IN ORDER TO DO ANY ROADWAY IMPROVEMENTS, YOU MAY HAVE TO ACQUIRE ADDITIONAL RIGHT-OF-WAY, USE THE CIP FUNDS AND PAY FOR THE ROADWAY IMPROVEMENTS EITHER ON PEACEFUL HILL OR ON RALPH ABLANEDO IN THE FUTURE. BUT THEY WOULD NOT BE DONE AS A RESULT OF THIS PROJECT GOING FORWARD.

Alvarez: BUT WE WOULD REQUIRE THEY PUT CERTAIN IMPROVEMENTS ALONG THERE?

THEY WOULD HAVE A PERCENTAGE OF THEIR SHARE AND THEN THEY WOULD DEDICATE RIGHT-OF-WAY WITH THE ZONING CASE OR AT THE TIME OF SUBDIVISION. THAT WOULD BE PART OF THE STAFF'S RECOMMENDATION IF THE -- IF THE COUNCIL SO CHOOSES TO GRANT THE ZONING THAT IT WOULD BE SUBJECT TO THE TRIP LIMITATIONS AND THE RECOMMENDATIONS IN THE TRAFFIC ANALYSIS THAT'S CONTAINED IN YOUR BACKUP.

Alvarez: THANK YOU. A COUPLE OF QUESTIONS FOR THE APPLICANT. YOU HEARD SOME OF THE CONCERNS AND HAVE Y'ALL LOOKED AT THE ISSUE OF BUFFERING MAYBE FROM SOME OF THESE USES AND THEN LOOKED AT THE TRAFFIC ISSUE AND HOW TO MITIGATE SOME OF THE ISSUES THAT HAVE BEEN RAISED?

WE HAVE. THE TRAFFIC IS AN INTERESTING ONE BECAUSE IF YOU LEAVE THIS TRACT COMMERCIAL, YOU DON'T HAVE THE TRIP LIMITATION ON IT, IT COULD BE COMMERCIAL TRAFFIC, WHICH IS ALL GOING AT THE SAME DIRECTION AT THE SAME TIME AS OTHER TRAFFIC IN THE AREA, IF IN FACT THE COMMERCIAL TRAFFIC IS DOING WHAT THEY'RE SAYING IT'S DOING. WHEREAS IF YOU HAVE A MIX OF TRAFFIC, RESIDENTIAL AND COMMERCIAL, IT ACTUALLY MIXES AND BLENDS AND GOES DIFFERENT DIRECTIONS AT DIFFERENT TIMES. WE'RE ALSO LIMITING THE TRIPS ON THIS TRACT WHEREAS YOU MIGHT END UP WITH A USE THAT DOESN'T LIMIT THE TRIPS. WE'RE LIMITING IT TO LESS THAN TWO THOUSAND TRIPS A DAY, WHICH IS A PRETTY LOW THRESHOLD. IF IN TERMS OF BUFFERING AND ALL, YES,

WE'VE LOOKED AT THAT, ALTHOUGH WE DON'T HAVE A BUFFERING PLAN YET. OBVIOUSLY YOU COULDN'T HAVE A HOUSE THAT FRONTED ON AN INDUSTRIAL TRACT WITHOUT SOME SORT OF WALL OR LANDSCAPING OR SOMETHING WHERE IT WON'T SELL. IT WILL SIT IDLE AND MY CLIENTS IN THE BUSINESS OF MAKING THIS WORK. WE HAVE INSTANCES ALL OVER OUR CITY AND NOT VERY FAR FROM HERE WHERE HOUSES BACK UP TO RAILROAD TRACKS AND PEOPLE IN ORDER WILL LIVE CLOSE IN ARE WILLING TO PUT UP WITH CERTAIN INCONVENIENCES AND THEY LANDSCAPE AND BUFFER AND AS THINGS GROW IN, PRETTY SOON IT'S NOT NOTICEABLE. THE INTERESTING THING IS WE'RE TALKING ABOUT HYPOTHETICAL PROBLEMS TO A SINGLE-FAMILY OWNER. THERE WAS A CASE ACROSS THE STREET THAT I THINK STAFF RECOMMENDED. IT'S RIGHT ACROSS THE STREET FROM SINGLE-FAMILY. THAT'S NOT A HYPOTHETICAL RISK. THE RISKS WE'RE TALKING ABOUT TONIGHT ARE HYPOTHETICAL ABOUT PEOPLE WHO MIGHT WANT TO COME TO AN ISSUE WHERE THEY KNOW WHAT THE NEIGHBORHOOD IS AROUND THEM. AND NOT A HYPOTHETICAL RISK TO THEM. THEY KNOW WHAT THEY'RE COMING TO AS OPPOSED TO BRINGING A COMMERCIAL NEXT TO A SINGLE-FAMILY.

Alvarez: I THINK YOUR POINT ABOUT THE AGREEMENT IS GOOD. LIKE THE GABLE WHERE THEY BROUGHT UP THE COMMERCIAL TRAFFIC KIND OF GOING IN THE OPPOSITE DIRECTION AT RUSH HOUR AS THE RESIDENTIAL TRAFFIC, SO I THINK THAT'S A GOOD POINT. THANK YOU, MAYOR. THAT'S IT.

Mayor Wynn: THANK YOU, COUNCILMEMBER. FURTHER COMMENTS, QUESTIONS? MAYOR PRO TEM.

Thomas: I THINK LESS THAN 2,000 TRIPS YOU SAID DAILY. AND THEN I NEED TO ASK, STAFF, YOU SAID THERE WOULD BE A TRIP LIMIT.

STAFF IS NOT RECOMMENDING THE ZONING CHANGE, BUT IF COUNCIL WERE TO GRANT THE RESIDENTIAL ZONING, THERE WOULD BE A LIMITATION OF 2,000 VEHICLE TRIPS PER DAY. I THINK THE DIFFERENCE IT MIGHT BE IS THAT THE COMMERCIAL TRAFFIC WOULD PROBABLY BE MORE

ORIENTED TOWARDS CONGRESS AVENUE WHEREAS IF THIS WAS DEVELOPED AS A RESIDENTIAL PROJECT, THAT TRAFFIC WILL GO UP PEACEFUL HILL TO GO TO THE ELEMENTARY SCHOOL AND USE THOSE STREETS MORE OFTEN.

Thomas: I THINK ONE OTHER QUESTION I NEED TO ASK, PART OF THE SMART HOUSING IS TALKING ABOUT SAFETY. MR. SOUL, YOU SAID YOU WOULD BE WILLING TO COME OUT ON RALPH ABLANEDO AS OPPOSED TO TO THE OTHER STREET?

PEACEFUL HILL. RIGHT. YES, SIR. IF THAT IS IMPORTANT, THE DEVELOPER IS WILLING TO NOT TAKE ACCESS TO PEACEFUL HILL, WHICH IS THE MORE SUBSTANDARD TREAT. AND IF THAT'S IMPORTANT, WE CAN TAKE OUR ACCESS ON TO RALPH ABLANEDO.

MR. HERSH WOULD YOU ANSWER THAT? WOULD THAT BE FALLING IN LINES WITH WHAT YOU SAY IS SMART?

YES, SIR, THAT WAS ONE OF THE ISSUES THAT WE WANTED COMMITMENT ON BEFORE WE ALLOWED THE CASE TO PROCEED, SO IT IS CONSISTENT WITH WHAT WE UNDERSTOOD THE SAFETY CONCERNS TO BE ABOUT TAKING ACCESS TO PEACEFUL HILL. SO YES. THEIR PROPOSED SOLUTION WE UNDERSTAND IS CONSISTENT WITH THE TECHNICAL COMMENTS AND THE NEIGHBORHOOD CONCERNS.

Thomas: I FEEL THAT THIS DEVELOPMENT HAS POTENTIAL. ALSO, COUNCILMEMBER ALVAREZ DID BRING UP A POINT THAT REALLY SLIPPED MY MIND ABOUT AREAS THAT METRO IS TRYING TO PURCHASE LAND. I THINK IT WOULD BE AN OPPORTUNITY FOR A SMART DEVELOPMENT ALSO. IT WOULD GIVE -- IF METRO GOT IN THAT AREA IT WOULD HELP IN THE DEVELOPMENT OF THE ROAD ALSO, SO I THINK IT WOULD BE AT LEAST ON FIRST READING GIVE THE DEVELOPERS AND THE NEIGHBORS THAT WANT TO SIT DOWN AT THE TABLE AND TALK ABOUT IT. I WOULD BE SUPPORTIVE OF FIRST READING. SF 4. WOULD IT BE SF 4-A, MR. GURNSEY?

THE REQUEST IS FOR SF-4-A AND STAFF WOULD ASK IF THE

COUNCIL DOES DECIDE TO GRANT THE ZONING THAT THERE'S A CONDITIONAL OVERLAY AND A RESTRICTIVE COVENANT, THAT WOULD LIMIT THE OVERALL DEVELOPMENT, 2,000 TRIPS PER DAY, AND THE RESTRICTIVE COVENANT WOULD ADDRESS ALL THE RECOMMENDATIONS IN THE NEIGHBORHOOD TRAFFIC ANALYSIS DATED JULY 25TH, 2005, WHICH IS ALSO PART OF YOUR BACKUP. AM.

Thomas: THAT WOULD BE MY MOTION THEN.

Mayor Wynn: SO MAYOR PRO TEM MOVES THAT WE CLOSE THE PUBLIC HEARING AND APPROVE ON FIRST READING ONLY SF-4-A WITH RESTRICTIONS AS NOTED BY STAFF, SECONDED BY COUNCILMEMBER MCCRACKEN. FURTHER COMMENTS?

Leffingwell: THE RESTRICTIONS YOU'RE TALKING ABOUT THE TRAFFIC, WOULD IT BE APPROPRIATE OR POSSIBLE TO HAVE RESTRICTIVE COVENANTS OR CONDITIONAL OVERLAYS THAT WE ADDRESS THE PROBLEM OF BUFFERING AND ACCESS TO -- NO ACCESS TO PEACEFUL HILL?

YES. WE COULD ACTUALLY ADDRESS THOSE AT A LATER TIME IF COUNCIL CAME BACK AT SECOND AND THIRD READING AND WANTED TO ADDRESS THE BUFFERS, YOU COULD ADD TO YOUR SECOND READING ADDITIONAL BUFFERS IF YOU SO DESIRE, IF THE APPLICANT WERE WANTING TO COME FORWARD AND OFFER A PROPOSAL, THEN WE COULD PRESENT THAT TO YOU AND THEY COULD PRESENT THAT TO THE NEIGHBORING PROPERTY OWNERS AS WELL.

Leffingwell: I WILL WANT TO ADDRESS BOTH OF THOSE ISSUES ON SECOND AND THIRD READING.

McCracken: MAYOR, I HAVE A FOLLOW UP ON THAT REAL QUICK ON WHAT COUNCILMEMBER LEFFINGWELL HAS ASKED FOR.

Mayor Wynn: REAL QUICKLY, COUNCILMEMBER MCCRACKEN.

McCracken: I WOULD LIKE TO KNOW WHAT THE ROAD IS FOR PEACEFUL HILL WHEN WE GET THAT BACK BECAUSE WE'VE

HEARD EARLIER TODAY WE'RE GETTING INFORMATION ABOUT THE TRAFFIC IMPACT OF BIG WIDE ROADS VERSUS NARROW ROADS.

Mayor Wynn: COUNCILMEMBER KIM.

Kim: WE'RE LOOKING AT A BOND ELECTION WHERE PART OF THAT INCLUDES AFFORDABLE HOUSING, AND THE AFFORDABLE HOUSING APPLICANTS ARE SAYING THAT WE'RE NOT GOING TO DO AS MUCH AS THEY WANT BECAUSE OF THE HIGH PRICE OF CONSTRUCTION AND LAND HERE IN AUSTIN, ALL THE DIFFERENT FACTORS. SO WE WANT TO SEE MORE AFFORDABLE HOME OWNERSHIP OPPORTUNITIES AND IN AUSTIN, SO I THINK THIS IS A GOOD PROJECT AND IN HOPEFUL THAT WITH THE BUFFERS AS WELL AS RESTRICTING ACCESS TO PEACEFUL HILL LANE THAT IT WOULD BE SOMETHING THAT WILL ALLOW US TO HAVE MORE AFFORDABLY PRICED UNITS, MY UNDERSTANDING IS FROM 80,000 TO 120,000 IN PRICE. AND ALSO GIVEN THAT IT COULD BE COMMERCIAL DEVELOPMENT IN THE FUTURE, I'M GOING TO BE SUPPORTING THIS ON FIRST READING.

Mayor Wynn: FURTHER COMMENTS, QUESTIONS? I'LL JUST SAY THAT I'M VERY RESPECTFUL OF STAFF'S RELIGIOUS ON THIS CASE, AND SO I'LL TAKE A FAIR AMOUNT OF TIME BETWEEN THIS FIRST READING AND LATER READINGS TO REALLY ANALYZE THAT, BUT I TOO WILL BE SUPPORTIVE OF THE MOTION TO KEEP THIS CASE MOVING FORWARD TO SEE IF WE CAN DELIVER MUCH NEEDED HOUSING IN THIS PART OF TOWN. A MOTION AND A SECOND ON THE TABLE TO APPROVE ON FIRST READING ONLY WITH RESTRICTIONS THIS SF-4-A CASE. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO. THANK YOU, MR. GURNSEY.

MAYOR, THAT CONCLUDES OUR ZONING ITEMS THIS EVENING.

Mayor Wynn: COUNCIL, THAT CONCLUDES OUR ZONING

CASES. WE HAVE A COUPLE OF HEARING CASES POSTED, AND I'LL DEFER TO STAFF AS TO THE SEQUENCE. WE HAVE AUSTIN WATER UTILITY PUBLIC HEARING POSTED AS ITEM NUMBER 77. AS WELL AS PUBLIC WORKS PUBLIC HEARING, 78, AND WATERSHED PROTECTION AND DEVELOPMENT REVIEW, 79. I SEE A DEPARTMENTAL RACE TO THE PODIUM.

WERE YOU COMFORTABLE HEARING ITEM 79 FIRST?

WHICHEVER IS READY. WE HAVE NO CITIZENS SIGNED UP ON ANY OF THE PUBLIC HEARINGS, SO LET'S MOVE FORWARD.

MAYOR, COUNCIL, I'M SPEAKING ON ITEM 79, A PUBLIC HEARING TO AMEND TITLE 30 OF THE LAND DEVELOPMENT CODE, WHICH SPECIFICALLY AMENDS SECTIONS 3193, 31131, 3240 AND 3256-C. WHAT THIS WOULD DO IS CODIFY PROVISIONS THAT THIS COUNCIL ADOPTED BACK IN OCTOBER OF 2004, THE STAKEHOLDERS HAD WANTED THOSE ACTUALLY TO BE CODIFIED. IT WAS DONE WITH THE THIRD AMENDMENT TO THE INNER LOCAL OCAL BETWEEN TRAVIS COUNTY AND THE CITY OF AUSTIN FOR JOINT SUBDIVISION REVIEWS PER HOUSE BILL 1445. THIS -- THE THIRD AMENDMENT TO THE INTERLOCAL AND THESE AMENDMENTS REQUIRE NAMING A MANAGER OF THE SINGLE OFFICE. THEY ALSO DIVIDE UP SUBDIVISION RESPONSIBILITIES AND DIVIDE THE FEES BASED ON THAT SUBDIVISION OF RESPONSIBILITIES. THOSE FEE CHANGES HAVE ALREADY BEEN MADE LAST YEAR. I'M AVAILABLE FOR ANY QUESTIONS YOU MIGHT HAVE.

Mayor Wynn: THANK YOU. QUESTIONS OF STAFF, COUNCIL? COMMENTS? ARE THERE ANY CITIZENS THAT WOULD LIKE TO ADDRESS US ON ITEM NUMBER 79, THE PUBLIC HEARING FROM OUR WATERSHED PROTECTION AND DEVELOPMENT REVIEW DEPARTMENT AS OUTLINED BY STAFF? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE. MOTION MADE BY COUNCILMEMBER MCCracken, SECONDED BY THE MAYOR PRO TEM TO CLOSE THIS PUBLIC HEARING AND APPROVE THE ORDINANCE AS POSTED. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO.

GOOD EVENING, I'M BART JENNINGS WITH THE AUSTIN WATER UTILITY HERE WITH ITEM NUMBER 77. AS YOU MAY KNOW, A CERTIFICATE OF CONVENIENCE AND NECESSITY IS A STATE PERMIT THAT ALLOWS A UTILITY TO SOLELY PROVIDE WATER OR WASTEWATER SERVICE WITHIN A SPECIFIC GEOGRAPHICAL AREA. THE CITY OBTAINED RCCN FOR THE DESIRED DEVELOPMENT ZONE, WHICH WAS AFFIRMED BY TCEQ IN FEBRUARY 23rd, 2005. AS PART OF THE CONSIDERATION FOR THIS CERTIFICATE, THE UTILITY PROVIDER IS REQUIRED TO MAKE AVAILABLE WATER AND WASTEWATER SERVICE IN ACCORDANCE WITH ITS 35S AND - - TARIFFS AND ANY CONDITIONS RELATED TO WATER AND WASTEWATER SERVICE. WE ARE SUGGESTING AND RECOMMENDING MODIFICATIONS TO SECTIONS 25933-D, 244195 AND 30-2195 OF THE CITY CODE THAT CURRENTLY REQUIRE REQUESTS FOR ANNEXATION AS A PART OF AN APPLICATION FOR A SERVICE EXTENSION REQUEST. WHAT WE ARE LOOKING FOR IS FOR A SERVICE EXTENSION REQUEST THAT IS LOCATED WITHIN RCCN FOR THAT REQUIREMENT NOT TO APPLY. THIS MODIFICATION DOES NOT IMPAIR THE CITY'S ABILITY TO ANNEX. THE CITY STILL RETAINS ITS RIGHT TO ANNEX AND ITS AUTHORITY TO ANNEX. THE MODIFICATION DOES NOT CHANGE THE REQUIREMENTS TO THE AUSTIN CITY COUNCIL'S APPROVAL FOR CERTAIN EXTENSION REQUESTS. AUSTIN CITY CODE REQUIRES ALL SERVICE EXTENSION REQUESTS AS YOU KNOW WITHIN THE DRINKING WATER PROTECTION ZONE OUTSIDE OF CORPORATE LIMITS AND ALL SERVICE EXTENSIONS WITH THE COST REIMBURSEMENT OR COST PARTICIPATION BY THE CITY BE APPROVED BY THE AUSTIN CITY COUNCIL. I'M AVAILABLE FOR ANY QUESTIONS YOU MAY HAVE.

Mayor Wynn: THANK YOU. QUESTIONS OF STAFF, COUNCIL. COMMENTS? ARE THERE ANY CITIZENS THAT WOULD LIKE TO ADDRESS US ON ITEM 77, THIS PUBLIC HEARING FROM THE AUSTIN WATER UTILITY? HEARING NONE, I'LL ENTERTAIN

A MOTION, COUNCIL.

MOVE TO CLOSE THE PUBLIC HEARING.

Mayor Wynn: MOTION MADE BY --

Thomas: AND APPROVE ITEM 77.

Mayor Wynn: THANK YOU VERY MUCH. MOTION BY THE MAYOR PRO TEM THAT I'LL SECOND TO CLOSE THE PUBLIC HEARING AND ADOPT THE ORDINANCE AS PRESENTED BY STAFF. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO. WELCOME, MS. PLUMBER.

GOOD EVENING, MAYOR AND COUNCIL. FOR ITEM NUMBER 78, THE LEGAL FACT FINDING IS THAT THERE IS NO OTHER FEASIBLE AND PRUDENT ALTERNATIVE TO THE TAKING OF DEDICATED PARKLAND WHICH INCLUDES ALL PLANNING TO MINIMIZE HARM TO THE PARK.

Mayor Wynn: MS. PLUMBER WINS THE AWARD FOR THE SHORTEST PRESENTATION. ANY COMMENTS, QUESTIONS OF STAFF, COUNCIL? ARE THERE ANY CITIZENS THAT WOULD LIKE TO ADDRESS US ON ITEM NUMBER 78, THIS PUBLIC HEARING FROM OUR PUBLIC WORKS DEPARTMENT? HEARING NONE, I'LL ENTERTAIN A MOTION, COUNCIL.

Leffingwell: I'LL MOVE TO CLOSE THE PUBLIC HEARING AND APPROVAL.

SECOND.

Mayor Wynn: MOTION BY COUNCILMEMBER LEFFINGWELL, SECONDED BY COUNCILMEMBER DUNKERLEY TO CLOSE THIS PUBLIC HEARING AND ADOPT THE RESOLUTION, ITEM NUMBER 78, AS PRESENTED BY STAFF. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE

SAY AYE.

AYE.

Mayor Wynn: OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO. THANK YOU, MS. PLUMBER. MS. BROWN, I BELIEVE THAT'S ALL OF OUR ITEMS? THERE BEING NO ITEMS BEFORE THE CITY COUNCIL LEFT TO DISCUSS, WE NOW WITHOUT OBJECTION, WE NOW STAND ADJOURNED. THANK YOU ALL VERY MUCH. IT'S 7:33 P.M.

End of Council Session Closed Caption Log